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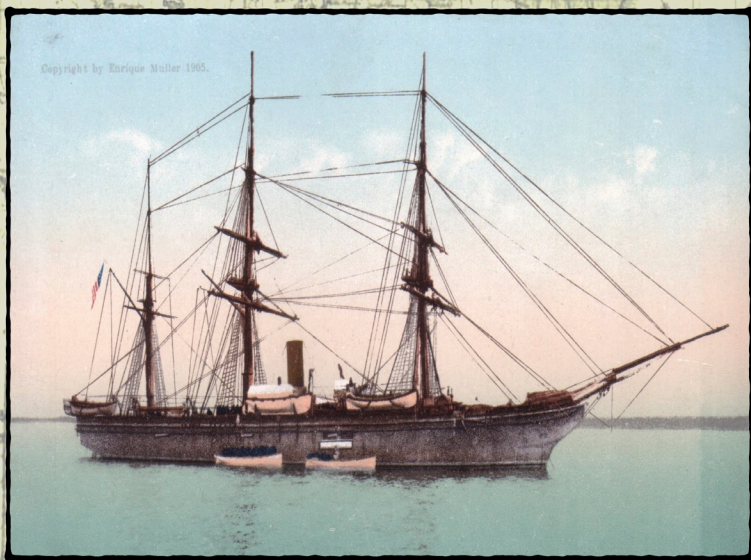
ANN MERRIMAN

CHRISTOPHER OLSON

Log Book 34 of the USS Essex

August 1, 1894 - January 31, 1895

The Day-to-Day Operations of Shipbuilder Donald
McKay's Last Ship



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USS *Essex* Log Book 34

Finding Aid

Adams class ship USS *Essex* (IX-10) was designed and constructed by premier North American shipwright Donald McKay. Her keel was laid down in 1874 and she was launched in 1876. She was a three-decked wooden screw steamer sloop-of-war with auxiliary sail (bark-rigged). She was 185 feet long, 35 feet in the beam, had a 14.25-foot draft, and was 1,375 tons. When commissioned, she carried six big guns, all muzzle loaders: one XI-inch and four IX-inch Dahlgren Naval Artillery guns, and one 60-pound Parrott Rifle. The ship's armory carried dozens of small arms including rifles, pistols, revolvers, and cutlasses. Further, she carried a six auxiliary boats including a launch, two cutters, a whale boat, one gig, and a dinghy. The combinations of guns and watercraft carried on board USS *Essex* could change from log book to log book. She served with the US Navy in active duty and as a training ship with the Ohio Naval Militia, the Illinois Naval Militia, and the Minnesota Naval Militia. She was intentionally burned on Minnesota Point in Lake Superior at Duluth in 1931. Her Minnesota Archaeological Site Number is 21-SL-1030 and she is a National Register of Historic Places Property.

Maritime Heritage Minnesota digitized the 62 known USS *Essex* log books held at the National Archives in Washington, DC, and at the US Naval Academy in Annapolis in 2010. The log books consist of the daily activities on board the *Essex* as recorded by deck officers on duty. Those deck notes were then transcribed to be the official log of the *Essex* that were sent to the Navy Department in Washington, DC, where they were bound into their current book form. At the beginning of most log books, there are: a title page, two list of officers pages, a crew complement page (listing the crew by rank and job), an armaments page (list of the different large guns, boats, and small arms), and two pages of compass observations. Not all log books contain these pages and some include additional information, including a plan and section of the *Essex* in Log Books 8 and 9 and four pages of directions on how to fill out log pages in Log Book 21. Sometimes two transcribed versions of log pages were sent to the Navy Department and duplicate books were produced. However, sometimes the duplicate books were not bound with exactly the same pages, so some books overlap each other in date. Also, some log book pages have writing too close to its spine edge and after binding, some words and numbers were 'lost' in the spine if the binding remained tight over the decades. Further, it must be kept in mind that the names of ships, both American and foreign, as well as geographical locations usually expressed in different languages will have variations in spelling. With this in mind, the deck officers of the *Essex*, when writing the log pages, may misunderstand what the actual name of a ship or geographical marker actually is and their handwriting may present challenges or be nearly illegible. The editing of this log book and the creation of the finding aid was made possible by a generous donation from MHM friend and supporter Dr. Natalie Rosen.

Log Book 34 of the USS Essex: August 1, 1894-January 31, 1895

The National Archives houses USS Essex Log Book 34. Throughout Log Book 34, comments were made on:

- sail adjustments with sail type and action specified
- banking of boiler fires in order to put the ship on stand-by for immediate use
- coupling and uncoupling the propellor when the ship was shifting from steam to sail and *vice-versa*
- when under steam the different watches record the average steam boiler pressure and engine revolutions; sometimes specific boiler are mentioned by their letter designation
- lowering of smokestack and proceeded under sail and *vice-versa* when the Essex was underway
- when anchored nearly every watch described the state of the anchor cables: crossed ('cross in hawse, stbd chain on top' or 'Elbow in hawse') and often will mention 'clearing the hawse' (the crossed anchor cables were uncrossed)
- casting deep sea lead for soundings
- swinging the ship to test for compass deviation
- patent log readings
- water distillation using the ship's boilers to produce freshwater and refilling the freshwater tanks
- coaling of the ship
- discharging ashes onto a lighter
- weather recording: temperature, wind speed and direction, barometer readings, state of the sea
- recording the ship's behavior (heavy rolling or pitching)
- testing flood cocks in magazine and gun rooms
- testing of all electrical apparatus
- crew conducting ship maintenance: engine maintenance/repair, boiler maintenance/repair, coal bunker maintenance/repair, general ship cleaning, bilge cleaning and checking pumps, scraping and painting - and sometimes tarring and caulking - the ship's hull and infrastructure, caulking the decks, iron work maintenance/repair, rigging repair/replacement, tarring down rigging, airing of rigging, repairing stays, repairing yards and booms, loosed sails to dry, repairing sails, replacing sails, scraping and slushing spars, scrubbing masts and yards, repairing masts, hawser (mooring lines) maintenance/repair/replacement, condenser bed timber repair/replacement, engine bed timber repair/replacement, steam cutter maintenance/repair, steam/sail launch maintenance/repair, gig maintenance/repair, dinghy maintenance/repair, whale boat maintenance/repair, turned and cleaned hammocks and bedding, painting hammock netting panels, scraping and blacking boat davits, repaired ground tackle, repaired sounding apparatus, scraping out smokepipe, inspected cotton primers, repairing binnacles, repairing waste pipes of magazine and shell room, repairing rail, repaired skylights, repaired awning stanchions, awning

repair/replacement, repairing air ports, repairing gun ports, repairing water closets, gun carriage/battery maintenance/repair

- crew conducting drills: furling and unfurling sails, target practice with the main battery (great guns), target practice with the air gun, floating target practice, boat drills - all hands called to arms and away all boats for naval tactics under sail and oars, on shore target practice, general quarters drills, small arms drills, fire drills, single stick drills, revolver drills, torpedo drills, passing powder drills, fuze drills, abandon ship drills, man overboard drills, Gatling gun drills, howitzer drills, skirmishing, battalion drills, machine gun drills, pistol drills, rifle drills, bayonet drills, target practice with targetting hanging from a yardarm, Morse signal drills, landing party drills, navigation drills, man overboard drills, signaling with the flagship, Army and Navy signaling drills, watch signal drills, international signal drills, basic medical training (tourniquets, resuscitation), Marine Guard drill
- Marine Guard drills in the cutter
- cadet/apprentice drills: signaling drills, wig-wag signaling drills
- receiving fresh water from shore through pumps or lighter
- receiving provisions and stores: food, medical supplies, clothing, engineering gear, construction
- Quarterly Board of Survey's findings of condemned articles on board (food, equipment) and their fate (food was usually tossed overboard) from the inventories of the different ship's departments (Ordnance, Engineering, Navigation, Equipment, Medical, Pay)
- crew promotions
- crew quarters inspection
- liberty parties sent ashore
- crew members are discharged at their own request (DOR)
- lists of new crew members - recruits or transfers from other ships- taken on board during a cruise
- crew transfers to other ships
- crew reporting the expiration of their contracted naval service
- crew members in solitary confinement or other punishments for various infractions, AWOL crew, general and summary court martial proceedings, AWOL crew put in irons
- rewards offered for the return of AWOL crewmen
- weekly Sunday services; after the services, once a month, the Articles for Better Government of the Navy were read to the crew

NOTE: The *Essex* deck officers who recorded the daily happenings on the ship often translated the names of non-American ships incorrectly. MHM determined the correct spellings of the ships and those corrections are reflected in the Finding Aid, not the poorly transliterated ship names.

At the beginning of Log Book 34, on August 1, 1894, the USS *Essex* was enroute from Newport, RI to Southampton, England. Routine daily drills and activities were recorded in the log, including the spotting of a big school of porpoises, a bark showing her green side light (starboard), and the ship passed several steamers and sailing vessels.

Approaching Europe on August 21, the crew spotted Wolf Light and encountered an increased number of ships. On August 22, *Essex* moved through fog, took soundings every half hour, and used the fog whistle; during the night watch, the crew sighted Portland Bill. *Essex* stood into Southampton the next day and exchanged colors with the lightship. Once docked on August 24, Commander Kingsley, Lt. Commander Wise, Lt. Carpenter, and Lt. Purcell visited the Flagship of the European Station, USS *Chicago*. Rear Admiral Eilen of the United States Navy paid an official visit to *Essex*, and then the Commanding Officer of Chicago and the US Consul visited the ship. The crew, apprentices, and officers also took liberty on shore. On August 30, the CO visited HMS *Australia* while the crew conducted boat exercises, and the American Line Steamer *Berlin* passed by during the night, heading into Southampton.

On September 1, the crew readied the USS *Essex* for departure, exchanged signals with USS *Chicago*, and received transferred men from the flagship. The apprentices lined up on deck and saluted HMS *Australia*. The next day, an English pilot steamed the ship out of the Southampton area; the ship passed Point/Cape Fagnet Light and stood into La Harve, Normandy, anchoring in Bassin de l'Eure. During the week in France, liberty parties went ashore, the ship took on supplies, a list of AWOL crew was compiled, those returning late from leave were punished, the Deputy Captain of the Port, and the Mayor and Prefect of La Havre visited *Essex*. After coaling, *Essex* left France on September 8 and arrived back in Southampton Waters under control of pilot; the ship anchored, exchanged salutes with the American liner *New York*, passed Portland Bill and passed Eddystone Light at midnight on September 9. During the second half of September, *Essex's* crew performed routine duties and drills; the log recorded the sightings of several vessels including a Danish bark, German Barque, British barkentine, a Spanish hermaphrodite brig, and other sailing ships. On September 27, *Essex* anchored in Funchal, Madeira, exchanging colors with an outbound English steamer, and conducted required pleasantries with the health officer and US Consul. The next day, Commander Kingsley attended special services in honor of the Queen of Portugal's birthday; the Captain of the Port. The ship completed her re-supply - including coaling and watering - the crew and apprentices returned from liberty, the CO offered and paid out a reward to the Chief of Police for the return of 2 AWOL seaman, the Governor's Secretary visited the ship, and *Essex* left Funchal on September 30.

Essex spent the month of October traveling from Madeira to Yorktown, VA. Along the way, the crew and apprentices conducted drills using rifles and guns, practiced seamanship drills, and took fire quarters drills; their quarters were inspected, resulting in blanket scrubbing. On October 31, the English steamer *Clandeboyne* stopped astern on her way from the Canary Islands to Galveston, TX; *Essex's* whale boat was sent to meet her to transfer ship's mail for delivery to Texas.

During the first half of November, *Essex* kept traveling toward Virginia, conducting practice and drills along the way. The ship passed the 3-masted schooner *Clara J. Wilson* out of Dorchester, England, exchanged colors with a Norwegian schooner, and was underway using both steam and sail when *Essex* felt the influence of the Gulf Stream early in the morning of November 9; she anchored in the York River on

November 11. The crew rigged the steam launch for port and hoisted her off the ship. Throughout the rest of the month, the crew and apprentices blackened the ship, took the ship's boats ashore for scrubbing, took liberty, and conducted target practice. On November 23, the crew swung the ship using the kedge anchor that brought the port guns to bear in target directions. Court martial proceedings also took place, the ship was provisioned several times, and the steam launch was used for ship's business in Hampton Roads. On November 27-28, Commander R. B. Bradford of the United States Navy came on board to inspect *Essex* on orders from the Secretary of the Navy; the apprentices and crew performs several drills for the commander; he questioned some of the apprentices. On November 29, *Essex* raised anchor and headed toward the Norfolk Navy Yard - exchanged numbers with USRS *Franklin* - and moored alongside the Navy Yard sea wall. Once secured, several *Essex* crewmen were transferred to the Navy Hospital. Stores were received and Yard Construction and Engineering Department members came on board to hold surveys and arrange needed repairs.

During the first half of December, *Essex* remained at the Norfolk Navy Yard undergoing maintenance, repairs, and inspections, receiving stores, loading coal, replenishing water supplies, and taking on board pine, ash, and cypress to be used when needed. *Essex's* crew and apprentices took instruction on board USS *Texas*, crewmen visited USS *Marblehead*, crewman were transferred from USRS *Franklin*, Ensign Evans detached and was sent to USS *Castine*, another ensign detached and set out to report to USS *Thetis* in San Diego, another crewman was received on board from USS *Atlanta* on his way to USRS *Vermont*, and a court martial took place. On December 7, *Marblehead* entered the Navy Yard firing a 13-gun salute; it was answered by *Franklin's* 7 guns. The apprentices continued weapons exercises into mid-December, and the crew painted the yards and masts. *Essex* was warped into dry dock on December 15 and all hands sent to clean and scrape her bottom; she left dry dock on December 17. During the last half of December, ship maintenance continued - particularly in the Engineering Department - stores were stowed, and crewmen were exchanged between *Essex*, *Atlanta*, and *Marblehead*. USS *Essex* got underway on December 27 with the aid of tug and lines on shore; she stood down the Elizabeth River under steam. She passed Thimble, Cape Charles, and Cape Henry Lights, and set her sails. During the next 3 days, *Essex* passed the the Winter Quarter and Fenwick Island Shoal Lightships, Five Fathom Lightship, Highland Lights, Fire Island Light, and the Sandy Hook Lightship. On December 30, *Essex* burned a blue 'pilot requested' light and by mid-morning, she stood in New York Harbor under pilot control through Swash Channel, exchanged signals with USRS *Vermont*, moored alongside the Cobb Dock at the New York Navy Yard, and exchanged signals with the outbound USS *San Francisco*. On the last day of December, apprentices were transferred to and seaman received from *Vermont*, crew were transferred to the United States Naval Hospital, and Commander of the North Atlantic Squadron Rear Admiral Richard Meade III's flag was raised on USS *New York*; the Cobb Dock battery fired a 13-gun salute that was answered by *New York's* 11 guns.

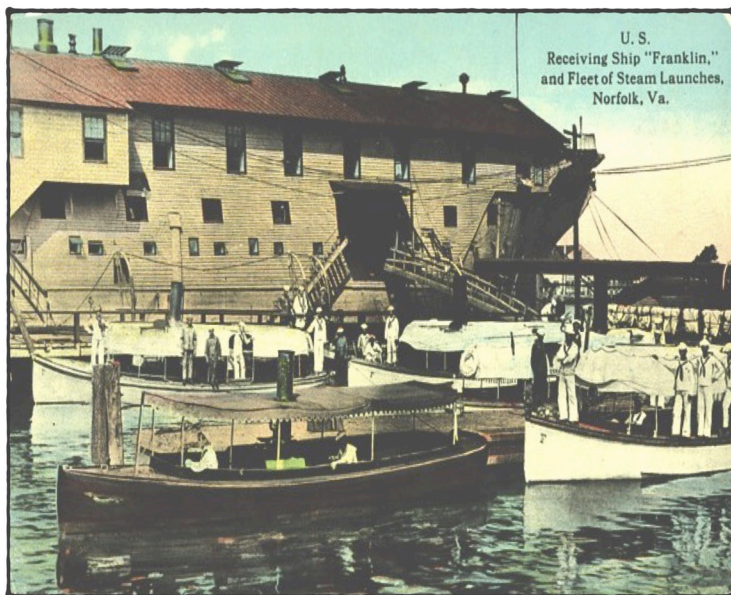
On January 1, 1895, Commander Kingsley left USS *Essex* for 5 days of leave. For the next 10 days, the log described actions at the Navy Yard and on board the ship in preparation for leaving the Yard. USS *Portsmouth* shifted her berth to the wharf above

the battleship USS *Maine* and USS *Castine* arrived at the Yard, 12 men were transferred to USRS *Vermont*, and one man was transferred to *Essex*. The crew brought stores on board, received fresh water, painted the berth deck, and. On January 8, the Navy Tugs *Nina* and *Narketa* assisted *Essex* for getting underway on January 11. *Narketa* and a pilot maneuvered the ship to stand up the East River, passing through Hell Gate, and passing Stepping Stone Light (stopping at Execution Rock to drop off the pilot) and Stratford Shoal Light, into Long Island Sound, and spotting Plum Island Light. The next day, *Essex* arrived outside the Newport Naval Yard in Newport, RI, mooring to a buoy off of Goat Island; the ship exchanged signals with USS *Constellation* as she passed by, heading toward Newport. Commander Kingsley paid an official visit to the New York Naval Station, the ship received a new Paymaster, the old Paymaster transferred to USS *Mohican*, a Machinist was received from USS *Minneapolis*, and crew promotions were posted. Fresh provisions were brought on board, *Essex* exchanged signals with *Constellation*, and *Essex* left Newport on January 17. For the next 2 days, heading for Barbados, West Indies, the ship experienced rough seas that carried away the 1st cutter and the gig from the ship's deck; heavy rollers continued until the afternoon of January 21. Until the end of the month, the Gunner's Gang repaired and overhauled equipment, the crew mustered at quarters and with calmer seas, practiced ship handling under various sail configurations.

Tags:

sloop-of-war USS *Essex*, sloop-of-war USS *Constellation*, Flagship of the European Station, USS *Chicago*, HMS *Australia*, American Line Steamer *Berlin*, American liner *New York*, English steamer *Clandeboyne*, USRS *Franklin*, USS *Texas*, USS *Marblehead*, USS *Castine*, USS *Thetis*, USS *Atlanta*, USRS *Vermont*, USS *San Francisco*, USS *Portsmouth*, USS *Maine*, USS *Mohican*, USS *Minneapolis*, United States Training Squadron, New York Navy Yard, Norfolk Navy Yard, Naval Station Newport, Elizabeth River, York River, apprentice training, ship drills, ship maintenance





USRS *Franklin*





USS Chicago

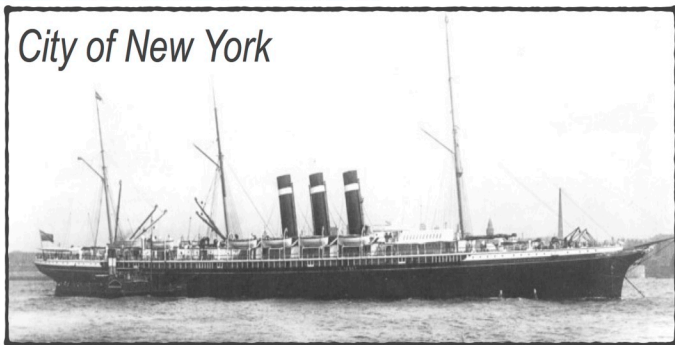
HMS Australia



USS Atlanta



City of Berlin



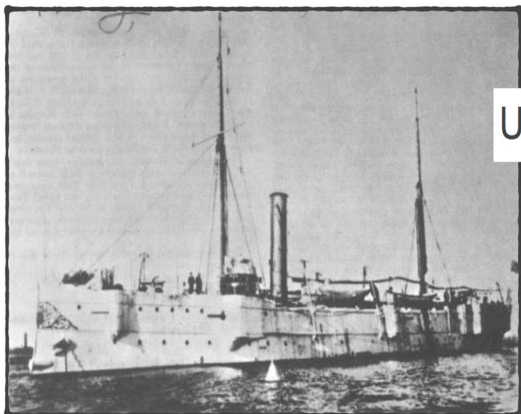
City of New York



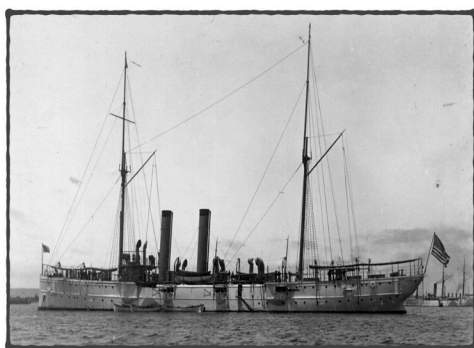
USS Texas

USRS Vermont





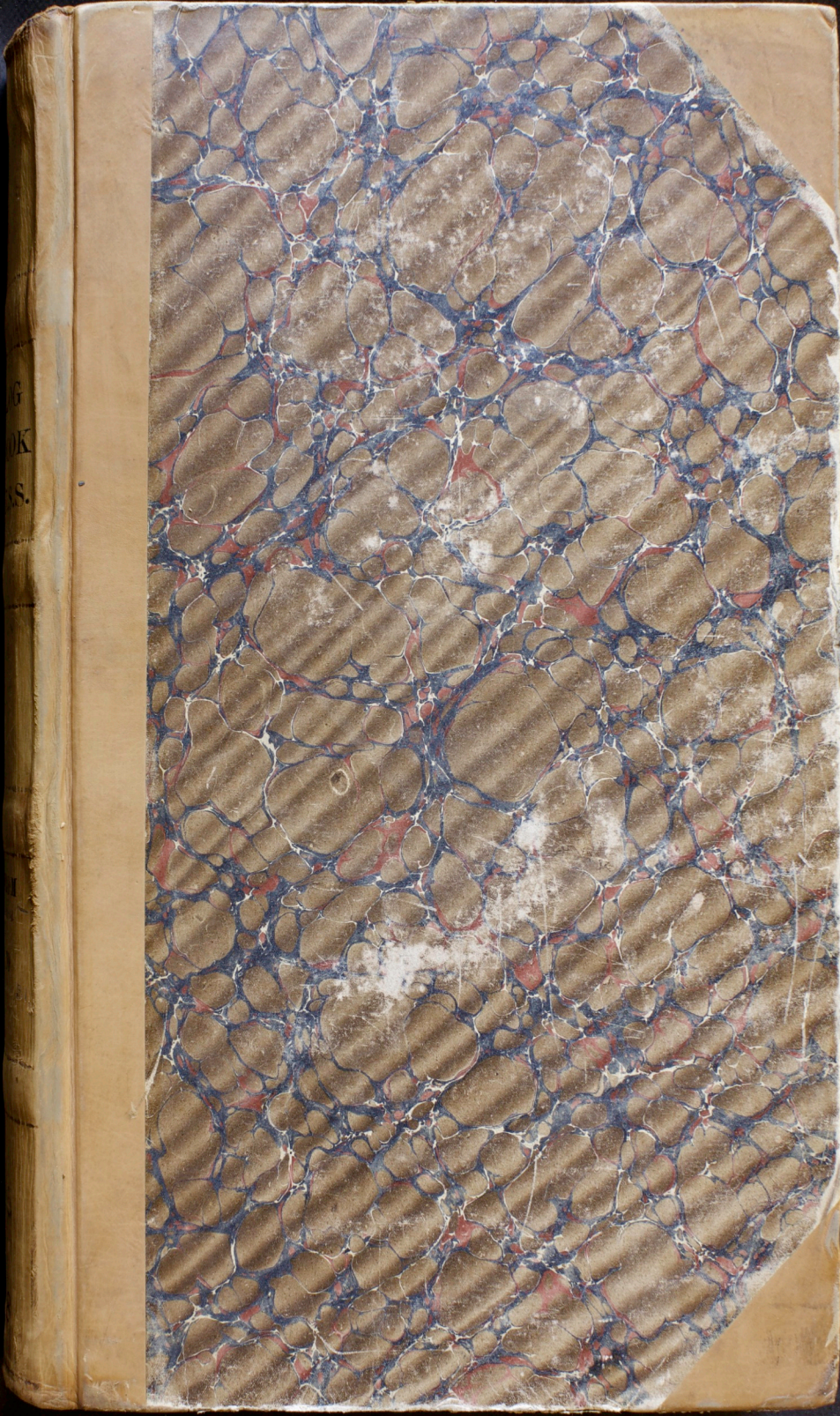
USS *Castine*

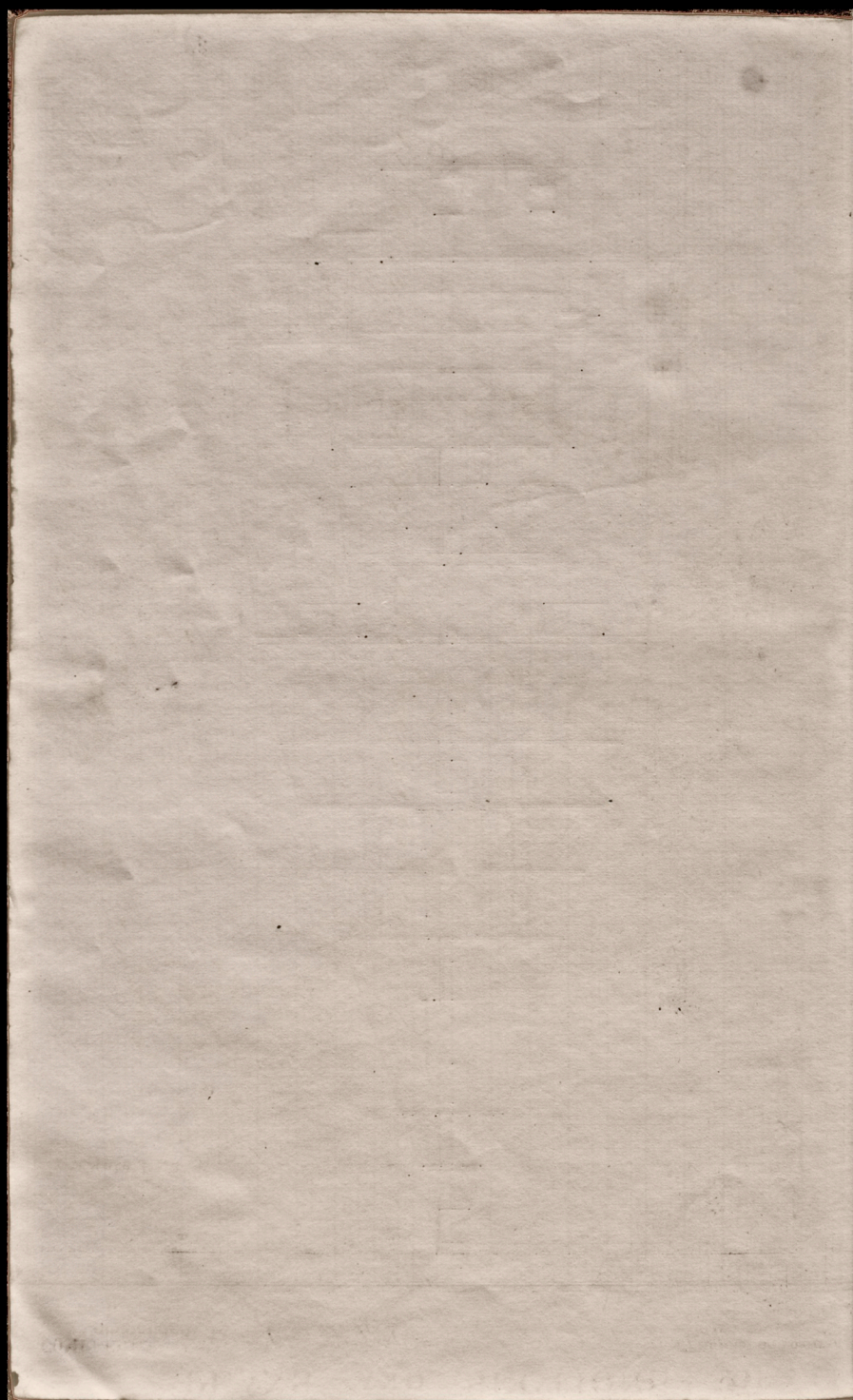


USS *Texas*



USS *Minneapolis*





LOG BOOK

OF THE

U. S. S. Essex

Third Rate,

of Six Guns,

COMMANDED BY

Commander Louis Kingsley, U. S. Navy,

Attached to Training Squadron,

Commencing August 1, 1894,

at sea in Lat 41° 34' N Long 48° 41' W.

and ending January 31, 1895,

at sea in Lat 27° 53' N Long 51° 51' W.

BUREAU OF EQUIPMENT
NAVY DEPARTMENT.

1891.

LIST OF OFFICERS

Attached to and on board of the U. S. S *Essex*, 3rd Rate,

, commanded by

Commander Louis Kingsley
from August 1st

, U. S. N., during the period covered by this Log-Book,

from August 1st

, 1894, to January 31st

, 1895.

NAME.	RANK.	NAME.	RANK.
Kingsley, Louis.	Commander		
Kiel, Frederick M.	First Commander		
Milton, John B.	Lieutenant & Navigator		
Caputo, William B.	Lieutenant		
Clark, George R.	Lieutenant Jr. Grade		
Currell, John L.	Lieutenant Jr. Grade.		
Evans, George R.	Ensign		
Coleman, Noah D.	Ensign.		
Taylor, Montgomery M.	Ensign.		
Calverhuck, Conrad J.	Chief Engineer.		
Fitter, Henry B.	Passed Asst Surgeon		
Lieck, Thomas H.	Passed Asst Paymaster		
Smithgate, George T.	Paymaster's Clerk.		
Huttlery, William B.	Lieutenant, Jr. Grade.		
Tisdale, Robert D.	Ensign		
Ramsay Martin M.	Assistant Paymaster		
Waldman, William C.	Paymaster's Clerk.		

Examined and found to be correct.

J. B. Meilton,
Lieutenant U. S. A. Navigator.

LIST OF OFFICERS

Who have died, been detached, or transferred, on board the U. S. S. *Essex*, 3rd Rate,
commanded by *Commander Louis Kingsley*, U. S. N., during the period covered by this
Log-Book, from *August 1st*, 1894, to *January 31st*, 1895.

NAME.	RANK.	TIME OF OCCURRENCE AND PARTICULARS.
Captain, William B. Evans, George B. Taylor, Montgomery M. Licks, Thomas H. Southgate, George D.	Lieutenant Ensign Ensign Passed Asst. Paymaster Paymaster's Clerk.	Detached, November 16, 1894. Granted three months leave. Detached, December 6, 1894. Ordered to U. S. Coast Guard. Detached, December 13, 1894. Ordered to U. S. Fleet. Detached, January 14, 1896. Ordered to the U. S. Fish Commission. Appointed as Asst. Paymaster, U. S. Fish Commission, and proceeded to that post on Jan. 15, 1896.

Examined and found to be correct.

J. B. Milton,
Lieutenant U. S. N. Navigator.

COMPLEMENT of Petty Officers, Seamen, Ordinary Seamen, Landsmen, Boys, and Marines on board
of the U. S. S. *Essex* 3rd Rate at first commissioning

January 31st 1894.

NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.	NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.
1	Chief Boatwain's Mate,		1	Cabin Steward,	1
2	Boatswain's Mates, 1 st class	3	1	Cabin Cook,	1
8	Seamen Gunners, 2 nd class		1	Ward-room Steward,	1
1	Chief Gunner's Mate,		1	Ward-room Cook,	1
1	Gunner's Mates, 1 st class			Steerage Stewards,	
1	Chief Quartermaster,	1		Steerage Cooks,	
1	Quartermasters, 1 st class			Warrant Officer's Steward,	
6	Coxswains,	6		Warrant Officer's Cook,	
1	Quartermaster 2 nd class	1	6	Seamen,	6
1	Captains of Forecastle,			Ordinary Seamen, Apprentices 1 st class	1
1	Quartermaster 3 rd class	1		Landsmen,	8
1	Captains of Tops,	1	* 7	Boys, <i>Three Attendants</i>	6
1	Seamen's Mates 2 nd class	1	6	Apprentices,	107
1	Captains of Afterguard,	1	10	Machinists,	1
1	Quarter-Gunners, Mates 3 rd class	1	2	Boiler Makers,	
1	Carpenter's Mates, 1 st class	1	1	Water-Tenders, <i>Coppersmith</i>	
1	Sailmaker's Mates,		2	Oilers,	
1	Carpenter's Mates 3 rd class		4	First-class Firemen,	
1	Armorer,			Second-class Firemen,	
1	Captains of Hold, <i>Seaman assigned</i>	1	4	Coal Heavers,	
1	Ship's Cook, 1 st class			TOTAL,	
1	" " 2 nd class				
* 2	Ship's Corporals, <i>Boys 4th class</i>				
1	Lamp-lighter, <i>Lands. Assigned</i>				
1	Carpenters and Calkers, <i>Physicists</i>	1			
1	Baymen,	1			
1	Master-at-Arms,	1			
1	Apothecary, 3 rd class				
1	Ship's Yeoman,	1			
1	Paymaster's Yeoman,	1			
1	Engineer's Yeoman,				
	Schoolmaster,				
* 2	Ship's Writers, 1 st class			ADDITIONAL FOR FLAGSHIP.	
1	Ship's Tailor, <i>Water 2nd class</i>	1		Master of the Band,	
1	Ship's Barber,	1		Chief Musician,	
1	Painter,			First-class Musicians,	
1	Bagler,			Second-class Musicians,	
1	Jack of the Dust, <i>Landsmen assigned</i>	1		Printer,	
1	Blacksmith,			Steward to Commander-in-chief,	
				Cook to do.	
				Coxswain to do.	
				Seamen to do.	
				Ordinary Seamen to do.	
				Landsmen to do.	
Complement increased by 1 Water 1 st class by order of Bureau of Navigation, Dec. 12, 1894.			Complement increased by 2 Landsmen by order of Bureau of Navigation, Feb. 2, 1894.		
Complement increased by 2 Ship's Cooks 4 th class by telegram to Commandant, Naval Station Newport, R. I. July 9, 1894.			Records at Newport, R. I. Feb. 28, 1894.		

Examined and found to be correct.

J. B. McIlwain
Lieutenant A. S. R. Navigator.

U. S. S. *Essex*, 3^d Rate

Description of Instruments used for Meteorological Observations, their Location, &c.

INSTRUMENT.	MAKER.	NUMBER.	LOCATION.	DATE OF LAST COM- PARISON.	COMPARED WITH—	ERROR.
MERCURIAL BAROMETER.	<i>Henry J. Green</i>	<i>3404</i>	<i>Cabin below head</i>	<i>January 10, 1893</i>	<i>Standard, Gray's Pond, New York</i>	<i>0° 04' high</i>
ANEROID BAROMETER.	<i>No maker's name given marked H. L. L. & Co., N. Y.</i>	<i>None</i>	<i>In cabin.</i>	<i>Jan. 5, 1893.</i>	<i>Standard Lisbon, Portugal</i>	<i>0° 00'</i>
THERMOMETER, (Dry Bulb.)	<i>Henry J. Green</i>	<i>6197</i>	<i>Forward bulkhead of Navy Office</i>	<i>Jan. 5, 1893</i>	<i>Standard Lisbon, Portugal.</i>	<i>0° 02' low.</i>
THERMOMETER, (Wet Bulb.) (Psychrometer.)	<i>Henry J. Green</i>	<i>6198</i>	<i>Forward bulkhead of Navy Office</i>	<i>Jan. 5, 1893</i>	<i>Standard Lisbon, Portugal.</i>	<i>0° 03' low.</i>

Examined and found to be correct.

4-305

J. B. McAllen,
Lieutenant U. S. N. Navigator.

ARMAMENT

Of the U. S. S. *Essex*, 3rd Rate

PRIMARY.

NO. OF GUNS.	CAL.	MARK.	DESCRIPTION.	CARTRIDGE.		PROJECTILES.		CARRIAGES.	REMARKS.
				POWDER.	WEIGHT.	KIND.	WEIGHT.		
43	4 Inch	III	Rapide	13 1/4 lbs.	7 lbs.	Common Shell	33 lbs.	No. 4 Mount	Dashell Breech Plug
44	"	"	"	"	"	"	"	23	"
47	"	"	"	"	"	"	"	42	"
48	"	"	"	"	"	"	"	43	"
49	"	"	"	"	"	"	"	44	"
50	"	"	"	"	"	"	"	45	"

SECONDARY.

38	6 Pdr.	Common and Case	Rapide	3 lbs.	1 1/4 lbs.	Common Shell	6 lbs.	No. 82 Baze Stand	Quigg, Schorder, C. D. G.
39	"	"	"	"	"	"	"	95	"
87	"	"	"	"	"	"	"	105	Ketchikan
88	"	"	"	"	"	"	"	106	"
9	1 Pdr.	"	Long	10 oz.	6 oz.	7/16 lb.	"	54	"
52	"	"	"	"	"	"	"	55	"

BOAT ARMAMENT.

Two 1 Pdr. Baze Stands No. 71 and 73 for boats.

SMALL ARMS.

85 Ketchikan Magazine Rifle caliber 45
 2 Rifle Caliber 52
 65 Double Action Revolver, Colter, caliber 38
 28 Cutlasses

Examined and found to be correct.

J. B. McIlhenny,
 Lieutenant U. S. Navigator.

TABLES of Deviation of the Standard Compass No. 1162 on board the U. S. S *Essex* 3rd Rate.

DATE: <i>Oct. 26 1894</i>						
PLACE OF OBSERVATION: <i>At sea.</i>						
LATITUDE: <i>36° 55' 31" N.</i>						
LONGITUDE: <i>76° 00' 32" W.</i>						
OBSERVED VARIATION: <i>3° 26' W.</i>						
SHIP'S HEAD BY COMPASS.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.
NORTH.	<i>1° 30' E.</i>					
N. by E.	<i>1° 21' E.</i>					
N. N. E.	<i>2° 53' E.</i>					
N. E. by N.	<i>3° 30' E.</i>					
N. E.	<i>5° 10' E.</i>					
N. E. by E.						
E. N. E.	<i>5° 08' E.</i>					
E. by N.	<i>5° 19' E.</i>					
EAST.	<i>4° 28' E.</i>					
E. by S.	<i>3° 41' E.</i>					
E. S. E.	<i>2° 53' E.</i>					
S. E. by E.	<i>2° 35' E.</i>					
S. E.	<i>1° 46' E.</i>					
S. E. by S.	<i>1° 34' E.</i>					
S. S. E.	<i>35' E.</i>					
S. by E.	<i>11' E.</i>					
SOUTH.	<i>25' E.</i>					
S. by W.	<i>58' W.</i>					
S. S. W.	<i>53' W.</i>					
S. W. by S.	<i>1° 25' W.</i>					
S. W.	<i>1° 47' W.</i>					
S. W. by W.	<i>2° 42' W.</i>					
W. S. W.						
W. by S.	<i>3° 40' W.</i>					
WEST.	<i>3° 26' W.</i>					
W. by N.	<i>4° 13' W.</i>					
W. N. W.	<i>4° 06' W.</i>					
N. W. by W.	<i>3° 57' W.</i>					
N. W.	<i>3° 11' W.</i>					
N. W. by N.	<i>2° 23' W.</i>					
N. N. W.	<i>1° 22' W.</i>					
N. by W.	<i>37' W.</i>					

Examined and found to be correct.

J. B. Millar,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R. I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion Clear Sky in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Air, 7 ft. above Surface.	Air, 20 ft. above Surface.					
A. M.																					
1	3	4	81.1	E 1/2 N.	N. by E.	3	5	0	30.36	75	75	73	72	b.c. m. w.	cum.			9	5		
2	2	8	83.9	"	"	3	5	0	30.36	75	75	73	72	b.c. m. w.	none			10	"		
3	2	8	86.7	"	"	3	5	0	30.35	75	75	73	72	"	"			10	"		
4	3	3	90.0	"	"	3	5	0	30.35	75	74	73	71	b.c. m. w.	cum.			6	"		
5	2	8	92.6	"	N. by E.	3	0	0	30.34	75	74	72	71	b.c. m.	cir. cum.			4	"		
6	3	0	95.6	"	"	3	0	0	30.34	75	74	72	71	"	"			6	"		
7	3	5	99.1	"	"	3	0	0	30.35	75	74	72	73	b.c.	cum. m. w.			1	"		
8	3	7	2.8	"	N. by E.	3	0	0	30.35	76	75	73	73	"	cum.			8	"		
9	4	6	7.0	"	"	3 1/4	0	0	30.35	77	75	73	73	"	"			8	"		
10	5	8	13.2	"	"	3 1/4	0	0	30.36	77	75	73	73	"	"			6	"		
11	6	0	19.2	"	"	4	0	0	30.36	77	75	73	75	"	"			4	"		
Noon.	5	5	24.7	"	"	4	0	0	30.36	78	76	74	75	"	"			4	"		

94. 7 Distances run by Patent Log.

Course and distance made good since preceding noon by observations, N. E. by E. 1/4 E.

97 knots. tenths.

Position at Noon:	Latitude by D. R.	42° 0' 14" N.
	Longitude by D. R.	46° 0' 50" W.
	Latitude by observations of ☉	42° 0' 20" N.
	Longitude by chronometer from Forenoon Observations of ☉	46° 0' 50" W.
Position at 8 A. M.	Latitude by D. R. from Noon	42° 0' 09" N.
	Longitude by observation	47° 13" W.
Position at 8 P. M.	Latitude by D. R. from Noon	42° 0' 42" N.
	Longitude by chronometer from Afternoon observation	45° 0' 53" W.

Current during the time, 6 knots tenths per hour, setting to the North

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0

Deviation of the Compass by Azimuth ☉ observed at , " 0

Water expended during the preceding 24 hours, 350 gallons.

Water distilled during the preceding 24 hours, 688 "

Water remaining on hand fit for use at Noon, 1372 "

Coal consumed during the preceding 24 hours, 1 tons 760 lbs.

Coal remaining on hand at Noon, 74 " 400 "

P. M.																				
1	5	5	30.2	E 1/2 N	N. by E.	4	0	0	30.37	78	77	74	75	b.c.	cir. cum.	5	5	5	5	
2	5	5	35.7	"	"	4	0	0	30.37	78	77	74	75	"	"	5	"	"	"	
3	5	6	41.3	"	N. by E.	4	0	0	30.36	78	77	74	76	"	"	5	"	"	"	
4	5	8	47.1	"	"	4	0	0	30.36	78	77	74	76	"	cir. cum.	5	"	"	"	
5	5	5	52.6	"	N. by E.	4	0	0	30.36	78	75	75	76	"	"	8	"	"	"	
6	5	0	57.6	"	"	4	0	0	30.35	77	76	74	76	"	"	7	"	"	"	
7	5	9	63.5	"	"	4-5	0	0	30.34	76	76	74	76	"	"	5	"	"	"	
8	6	0	69.5	"	"	4-5	0	0	30.34	76	76	74	76	"	"	5	"	"	"	
9	6	5	76.0	"	"	4-5	4	0	30.33	77	76	74	75	b.c. w.	cum.	7	"	"	"	
10	7	2	83.2	"	"	4-5	4	0	30.32	77	76	74	75	"	"	6	"	"	"	
11	7	6	90.8	"	"	4-5	4	0	30.31	77	76	74	75	"	"	8	"	"	"	
Mid.	7	7	98.5	"	"	4-5	4	0	30.31	77	76	74	75	"	"	8	"	"	"	

72. 8

4-260

Commander Louis Kingsley
Wednesday, August 1st

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally clear and damp, with haze around horizon. Gentle breeze from N. by E. Ship on her courses E & S (p.c.) under all plain sail to royals, except flying jib, starboard clew of mainsail and spanker. Apprentices at the wheel. Distilling with banked fire under boiler B.

W. L. Caperton.

From 4 to 8 A.M.

Gentle breeze from N. E. and S. W. Cloudy and misty during part of watch, clearing last hour. Smooth sea. Let studding sail at 4.30 and spanker at 7.50. At end of watch, on course E & S. per Standard, under studding sail and plain sail to royals except flying jib, and weather clew of mainsail. Distilling with banked fire under boiler B. Apprentices at the wheel.

George R. Clark.

From 8 A.M. to Merid.

Clear. Gentle to moderate breeze from S. W. At 9.30 mustered at quarters. Exercised all the apprentices at brading and unbrading royals and ending down royal yards; also in practical seamanship from 9.30 until 10.45, then the watch below had marksmanship until 11.45. At 8.05 set main and mizzen topmast staysails. At 9.20 set weather clew of mainsail and flying jib. At end of watch under studding sail and all sail except main tryrail and gaff topsail. On course E & S. Distilling with banked fire under boiler B. Apprentices at the wheel. Temperature of magazine 81° 81° forward, 80° 80° aft.

J. H. Purcell.

From Merid. to 4 P.M.

Fine weather. Moderate breeze from S. W. by N. and S. W. Barometer about steady. On course E & S. Under all plain sail to royals, together with fore topmast staysail and lower studding sail. At about 1.00 hauled down main and mizzen topmast staysails. Apprentices engaged in overhauling clothes. Distilling with fire banked under boiler B. Apprentices at the wheel. Smooth sea.

George R. Ewins.

From 4 to 8 P.M.

Partly cloudy and pleasant. Moderate to stiff breeze from S. W. by N. Barometer falling slightly. At 7.10 called all hands reef topsails and made sail to double reefed topsails in 2 minutes 10 seconds, then made sail to royals. At 6.50 took in lower studding sail and hoisted main & mizzen topmast staysails. At end of watch under all plain sail to royals and all topmast staysails and mizzen topsail, on course E & S. Apprentices at the wheel. Distilling with fire banked under boiler B.

A. J. Goldman.

From 8 P.M. to Mid.

Generally clear and damp. Moderate to stiff breeze from S. W. by N. Ship on her courses E & S (p.c.) under fore, main and mizzen topmast staysails and all plain sail to royals. Apprentices at the wheel. Distilling with fire banked under boiler B.

W. L. Caperton.

W. L. Caperton.

J. B. McAllen

Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Newport, R.I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Name of the Ship, in full.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.		
A. M. 7 ²														
1	8	2	6.7	E by N.	SW by N.	6 4	0	30.31	77	76	74	75	b.c.w.	cum. 9
2	8	0	14.7	"	"	6 5	0	30.31	77	76	74	75	"	cum. 5
3	8	2	22.9	"	"	6 5	0	30.30	79	75	73	76	"	5
4	8	5	31.4	"	"	6 5	0	30.30	76	74	72	75	"	4
5	8	4	39.8	"	"	6 3	0	30.30	77	75	72	75	b.c.	cir. cum. 4
6	8	0	47.8	"	"	6 4	0	30.29	77	75	72	75	"	5
7	7	6	55.4	"	"	5 3	0	30.28	76	75	72	75	"	6
8	7	0	62.4	"	"	5 4	0	30.27	75	74	72	75	"	5
9	6	9	69.3	"	"	5 5	0	30.29	75	76	73	70	"	6
10	7	2	76.5	"	"	5 5	0	30.29	75	75	72	71	"	6
11	5	5	82.0	"	"	4 5	0	30.29	75	74	71	69	"	4
Noon.	6	9	88.9	"	"	5 6	0	30.29	74	74	71	69	"	6

163. 2 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N.E. by E 1/2 E. 170 knots. tenths.

Position at Noon: { Latitude by D. R. 43° 40' N. "
 Longitude by D. R. 43° 37' W. "
 Latitude by observations of ☉ 43° 39' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 43° 20' W. "

Position at 8 A. M. { Latitude by D. R. from Noon 43° 27' N. "
 Longitude by Observation ☉ 43° 50' W. "

Position at 8 P. M. { Latitude by D. R. from Noon 43° 59' N. "
 Longitude by D. R. from Noon 42° 01' W. " *So afternoon observation cloudy.*

Current during the time, 12 knots tenths per hour, setting to the East

Deviation of the Compass by Azimuth ☉ observed at 7²⁰ A. M. ship's head E 1/4 N. 26° 43' W.Deviation of the Compass by Azimuth ☉ observed at 7²⁰ A. M. " 4° 21' E "Var. used 27° 00' W.

Water expended during the preceding 24 hours, 350 gallons.

Water Distilled during the preceding 24 hours, 730 "

Water remaining on hand fit for use at Noon, 1752 "

Coal consumed during the preceding 24 hours, 1 tons 760 lbs.

Coal remaining on hand at Noon, 75 " 1380 "

P. M.																
1	7	1	96.0	East.	SW.	5.6	5.6	0	30.29	74	74	71	69	b.c.	Cir. cum.	5
2	7	2	3.2	"	"	5.6	5.6	0	30.28	73	74	71	69	"	"	4
3	7	4	10.6	"	"	5.6	5.6	0	30.27	73	73	70	69	"	"	4
4	7	0	17.6	"	"	5.6	5.6	0	30.26	73	73	70	69	"	"	4
5	6	4	24.0	"	"	5.6	5.6	0	30.25	73	73	70	69	"	"	4
6	5	9	29.9	"	West	3.4	6.8	0	30.26	74	73	71	72	b.c.w.	cum. mid.	0
7	4	2	34.1	"	"	3.4	5.6	0	30.27	73	72	71	72	b.c.w.	strat.	1
8	4	0	38.1	"	"	3	5.6	0	30.28	73	72	71	72	b.c.d.m.	"	5
9	3	8	42.1	"	N. by N.	3	4.5	0	30.30	72	72	70	72	b.c.w.	"	4
10	3	8	45.9	"	"	3	4.5	0	30.31	72	72	70	71	"	"	4
11	3	0	48.5	"	"	3	4.5	0	30.31	71	71	69	71	"	"	4
Mid.	3	1	51.6	"	North	3	3.4	0	30.32	71	71	69	71	"	"	4

62. 9

under the command of

Commander Louis Kingsley
Thursday, August 2.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fresh breeze from P.W. by N. steady in force and direction. Partly cloudy. Moderate following sea. On course E. $\frac{1}{2}$ N. per Standard, under fore, main and mizzen topmast staysails and plain sail to royals except a single reef in the mainsail. Distilling with fire banded under boiler B. Apprentices at the wheel.

From 4 to 8 A.M.

Clear. Stiff to fresh breeze from P.W. by N. Moderate following sea. Course E. $\frac{1}{2}$ N. At 4.40 took in royals, flying jib and main topmast staysail and at 7.40 set them again. At end of watch ship under same sail as in preceding watch. Distilling with banded fires under boiler B. Apprentices at the wheel.

From 8 A.M. to Merid.

Fine weather. Moderate to stiff breeze from P.W. by N. Barometer steady at 30.29. Moderate long sea. Course E. $\frac{1}{2}$ N. Under all plain sail to royals except single reef in mainsail, also under fore topmast staysail, main and mizzen topmast staysails. At 9.30 mustered at quarters, after which had general gun drill. Instructed the apprentices of the watch on deck on the compass. The following acting appointments were renewed for six months by the Captain, viz: - A. R. Brown B.M. 2. cl.; E. D. Hickok Dr. Mr. 1. cl.; J. A. Johnson Geo.; James Lacey Geo.; and C. B. Clementson Cox. Apprentices at the wheel. At Meridian changed course to East. Temperature of magazines 81° 81° forward, 80° 80° aft. Distilling with fire banded under boiler B.

From Merid. to 4 P.M.

Cloudy and pleasant. Stiff to fresh breeze from P.W. Barometer falling. At 10 o'clock set main topsail. From 1.15 to 2.15 exercised watch on deck in hurrying and splicing and instructed in coxswain and helms. From 2.30 to 3.15 drilled 1st Company at Infantry. At 3.30 called away all boats, armed and equipped for cutting out and at 3.50 secured and overhauled boat boxes. At end of watch under all plain sail to royals, all topmast staysails, main topsail and mizzen topsail, on course East. Apprentices at the wheel. By order of Commanding Officer, the acting appointments were renewed for 6 months from Aug. 2: - John Hall Coxswain, J. H. Smith B.M. 1. cl., A. Johnson B.M. 2. cl., F. Ross P.M. Mate, J. E. Jensen Dr. Mate, and J. J. Miller M. at A. 3rd cl. Acting appointment as White class, was issued to J. L. Ellsworth from July 12, 1894. Distilling with fire banded under boiler B.

From 4 to 8 P.M.

Cloudy with rain last two hours of watch. Stiff to fresh breeze from P.W., veering to West at 5.30 in a rain squall and to N. by N. last hour. At 5.15 took in and furl'd royals and hauled down and stowed flying jib; then took in and mizzen topmast staysails, mizzen topsail, main topsail and spanker, at 6.10 hauled up mainsail. At 7.10 took in topgallant sails, no reef in topsails and then shot out reefs and made sail to topgallant sails and hauled down fore topmast staysail. At end of watch ship on her course East (per) under all plain sail to topgallant sails, except mainsail and spanker. Apprentices at the wheel. Distilling with banded fires under boiler B.

From 8 P.M. to Mid.

Light breeze from N.W. by N. and North. Cloudy and damp. Set the mainsail single reefed and spanker at 8.30 and the main and mizzen topmasts, at 10.00. At end of watch on course East, per Standard, under main and mizzen topmast staysails and plain sail to topgallant sails, except a single reef in mainsail. Distilling with fires banded under boiler B. Apprentices at the wheel.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N.

Chargéur.

Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex

Third

Rate,

Making passage from Newport, R. I. to Southampton, England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.				
A. M.																		
1	3	9	55.5	East.	N. by E.		3	4	0	30.33	70	70	69	72	b.c. w.	cum. strat.	1	3
2	3	0	58.5	"	"		3	4	0	30.33	70	70	69	72	"	"	1	"
3	4	0	62.5	"	"		3	5	0	30.33	70	70	69	72	b.c.	cum. strat.	6	"
4	2	3	67.3	E. $\frac{1}{4}$ S.	"		3	5	0	30.33	70	70	69	72	"	"	7	"
5	4	2	71.5	E. S. E. $\frac{1}{4}$ E.	N. N. E.		3	4	$\frac{1}{2}$	30.34	69	67	63	72	"	"	4	"
6	3	8	75.3	"	"		3	3	$\frac{1}{2}$	30.36	69	68	63	72	"	"	2	"
7	3	2	78.5	E. S. E. $\frac{1}{2}$ E.	"		3	3	$\frac{1}{2}$	30.36	69	68	64	72	"	"	4	"
8	2	0	80.5	E. by S.	North		2	3	$\frac{3}{4}$	30.37	69	68	64	72	"	"	5	"
9	2	0	82.0	East	N. by E.		3	2	$\frac{1}{2}$	30.40	70	68	64	72	"	cir. cum.	7	"
10	1	4	83.4	E. $\frac{1}{2}$ S.	"		2	2	$\frac{1}{2}$	30.42	70	69	64	72	"	"	4	"
11	0	5	83.4	E. by S.	"		1	2	$\frac{1}{2}$	30.42	71	70	65	75	"	cum. strat.	1	"
Noon.	0	5	83.4	S. E.	N. E.		0-1	0	$\frac{1}{2}$	30.42	71	70	65	75	"	cir. cum.	2	"

95.3 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N. E. by E. $\frac{1}{4}$ E. 10.0 knots. tenths.

Position at Noon:	Latitude by D. R.	44° 0' 11" N."
	Longitude by D. R.	41° 0' 16" W."
	Latitude by observations of ☉	44° 0' 30" N."
	Longitude by chronometer from Forenoon Observations of ☉	41° 0' 15" W."
Position at 8 A. M.	Latitude by D. R. from Noon	44° 0' 29' N."
	Longitude by observation	41° 0' 22' W."
Position at 8 P. M.	Latitude by D. R. from Noon	44° 0' 36' N."
	Longitude by chronometer from afternoon observations	40° 0' 51' W."

Current during the time, 1.9 knots tenths per hour, setting to the North

Deviation of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

P. M.																		
1	0	14	Boated in.	S.E. by S.	N.E. by E.	0-1	0	0	30.42	73	72	66	76	b.c.	cir. cum.	3	3	
2	0	5	"	"	"	0-1	0	0	30.40	73	72	66	75	"	"	2	"	
3	0	0	"	No dragaway	Balm	0	0	0	30.40	73	71	65	75	"	"	2	"	
4	0	0	"	"	"	0	0	0	30.38	73	71	65	75	"	"	4	"	
5	1	0	"	N.E. by E.	S.E.	2	0	0	30.38	73	71	65	75	"	"	4	"	
6	1	5	"	"	"	2	0	1/2	30.38	73	71	65	75	"	"	4	"	
7	2	0	84.1	N.E. by E. 1/2 E.	S.E. by S.	2	0	1/2	30.38	72	70	64	75	"	"	2	"	
8	3	0	87.4	"	"	3	0	1/2	30.38	72	70	64	75	"	"	1	"	
9	2	7	89.8	E. N.E. 1/4 E.	"	3	2	1/2	30.39	72	70	65	75	"	cum. strat.	5	"	
10	3	0	92.6	E. N.E. 1/2 E.	S. S.E.	3	3	1/2	30.39	72	70	65	75	"	cir. cum.	7	"	
11	4	3	96.8	E. by N.	"	3.4	3	1/2	30.38	72	70	65	73	"	"	9	"	
Mid.	3	0	99.4	East 1/2 North	S. by E.	2.3	2	1/2	30.37	72	70	65	73	"	"	9	"	

2.2 4

under the command of

Commander Louis Kingsley
Friday, August 3

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Overcast first hour. Gentle breeze from N by E and N.E. At 12.10 set fore topmast staysail. At 2.45 set royals, flying jib and main staysail. Course East. At end of watch by the wind under all plain sail to royals, with staysails and main topsail. Distilling. Apprentices at the wheel.

J. D. Purcell

Lieutenant U.S.N.

From 4 to 8 A.M.

Fair. Light to gentle breeze from N.E. most of watch, about North at end of watch. Rising barometer. Course East. Heaved off until end of watch, when upon course. Put tack under all plain sail to royals, main topsail, main and mizzen topmast staysails, for topmast staysail. At 7.45 set gaff topsail. Distilling. Apprentices at the wheel. Smooth sea.

George R. Torrey,

From 8 A.M. to Merid.

Fair. Calm to gentle breeze from N by E to East. Barometer rising. At 9.30 mustered and inspected crew at quarters. At 9.54 called blow ship for action, took in royals, flying jib and staysails and cut down royal yards. All Divisions ready at 10.05 and reported ready. Commenced exercise at 10.13. Commanding Officer inspected divisions when they were reported ready. Secured at 10.27 and shifted fore royal; made all plain sail to royals and took in main topsail. At end of watch under all plain sail to royals, without stowaway. Course East. Apprentices at the wheel. Distilling with banked fires under boilers B. Engineer's Dept. cleaned bilges. Temperature of magazines 81° 81° forward, 80° 80° aft.

Ensign U.S.N.

From Merid. to 4 P.M.

Generally cloudy weather. Calm and light air from N.E. by E. Course East (p.c.) until 12.30, when it was changed to E 1/4 S. (p.c.) Barely stowaway first two hours; no stowaway last two hours of watch. Apprentices of the watch engaged at marlinespike seamanship, knotting, splicing, strapping blocks etc. during 3rd and 4th periods. At end of watch ship under all plain sail to royals, except mainmast with no stowaway. Apprentices at the wheel. Distilling with banked fires under boilers B. At 12.50 hauled in patent log reading 83.6 miles.

N. D. Holman

Ensign U.S.N.

From 4 to 8 P.M.

Light air to light breeze from S.E. and S.E. by S. Cloudy and pleasant. Smooth sea. Set the mainmast at 4.50. At 6.50 took a single reef in the topsails; afterwards shook out reefs and made sail to royals. At end of watch, ship by the wind on starboard tack, under fore topmast staysail and plain sail to royals except a single reef in the mainmast. Distilling with fires banked under boilers B. Apprentices at the wheel.

W. B. Caperton

Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear. Light to moderate breeze from S. by E. to S.E. by S. Course E 1/4 S. Under same sail as in preceding watch. Distilling with banked fires under boilers B. Apprentices at the wheel.

George R. Torrey

Lieutenant U.S.N.

J. D. Purcell

Lieutenant U.S.N.

Examined and found to be correct.

J. B. Moulton

Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,

Making passage from Newport, R. I. to Southampton, England.

Hour.	Knots.	Tenks.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
A. M.																					
1	2	0	100.8	E 1/2 N.	S by E		2.3	0	3/4	30.33	71	70	66	70	b.c.		curr.	9	4		
2	2	0	101.0	E 1/4 S.			2	0	3/4	30.33	71	70	66	72	"		"	9	"		
3	1	0	101.1	"	South		1	0	3/4	30.32	71	70	67	72	"		"	9	"		
4	1	5	1.4	"			1	0	3/4	30.29	71	70	67	73	"		"	4	"		
5	1	5	1.5	"	S. S. E.		0-1	0	0	30.26	71	70	67	73	"		cur. curr.	5	"		
6	1	5	1.5	"			0-1	0	0	30.26	71	71	68	73	"		"	3	"		
7	2	5	2.8	"			1-2	0	0	30.27	72	70	67	73	"		curr. mod.	4	"		
8	2	8	3.1	"	S. E. by N		3	0	0	30.26	72	70	68	73	"		"	2	"		
9	3	6	6.7	"			3	0	0	30.27	72	70	68	72	"		"	2	"		
10	4	3	11.0	"			3	0	0	30.28	74	72	70	72	"		"	3	"		
11	3	8	14.8	"	N. by E		3	0	0	30.28	75	73	71	72	"		"	3	"		
Noon.	2	6	17.4	"			3	0	0	30.27	78	73	71	72	"		"	5	"		

61.5 Distance run by Log

Course and distance made good since preceding noon by observations, NE 1/4 E. 65 knots. tenths.

Position at Noon: Latitude by D. R. 44° 05' N. "
 Longitude by D. R. 40° 21' W. "
 Latitude by observations of ☉ 45° 15' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 40° 04' W. "

Position at 8 A. M. Latitude by D. R. from Noon 45° 10' N. "
 Longitude by observation 40° 28' W. "

Position at 8 P. M. Latitude by D. R. from Noon 45° 15' N. "
 Longitude by chronometer from Afternoon observation 39° 37' W. "

Current during the time, 2.5 knots tenths per hour, setting to the NE 1/4 N.

Deviation of the Compass by Azimuth ☉ observed at 7 A. M., ship's head E 1/2 S. 29° 37' W. Var. used 29° 30' W.

Deviation of the Compass by Azimuth ☉ observed at 7 A. M., " 4° 02' E. "

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 736 "

Water remaining on hand fit for use at Noon, 2361 "

Coal consumed during the preceding 24 hours, 1 tons 760 lbs.

Coal remaining on hand at Noon, 73 " 160 "

P. M.	Knots.	Tenks.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air by Atherm.	Air by Botherm.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
1	1	5	19.9	E 1/4 S.	N. by N.	3	0	0	30.27	76	75	72	74	b.c.	cur. curr.	5	4
2	3	7	24.2	E 1/4 S.		3	0	0	30.27	77	76	73	74			6	
3	3	7	27.9	"		3	0	0	30.26	77	76	73	74			6	
4	1	5	29.4	"	South	2-1	0	0	30.25	75	75	72	74			5	
5	2	0	29.4	"		2-3	0	1/2	30.25	73	73	71	74	b.c. p.	curr. mod.	6	
6	2	5	31.2	SE by E.	SE.	2-3	0	1/2	30.23	72	73	70	74	b.c.		1	
7	4	6	35.8	"		3-4	0	1/2	30.23	71	71	69	74			4	
8	3	6	39.4	SE by S.	SE by E.	3	0	1/2	30.21	71	70	67	72			4	
9	3	2	42.6	SE by E.		3	3	1/2	30.21	70	69	66	72			2	
10	1	8	44.2	SE by E 1/4 E.	"	2-3	2	1/2	30.21	70	69	66	72			1	
11	1	8	46.0	SE 1/2 E.		2-3	2	1/2	30.22	70	69	66	72			2	
Mid.	1	0	46.2	SE 1/4 S.	"	1	2	1/2	30.22	70	69	66	72			5	

under the command of

Commander Louis Kingsley
Saturday, August 4

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and bright starlight. Light air to light breeze from S by E. to South. Barometer falling slowly. Course $E\frac{1}{4}S$. On course last three hours. Under all plain sail to royals with exception of single reef in mainsail. Light swell from Southward. Appointments at the wheel. Distilling.

George R. Evans,

From 4 to 8 A. M.

Cloudy and pleasant. Calm to gentle breeze from S. S. W. to S. W. by W. Barometer steady. At 6.30 set main and mizzen topmast staysails and spanker gaff topsail. At end of watch under all plain sail to royals, all topmast staysails and gaff topsail on course $E\frac{1}{4}S$. Appointments at the wheel. Distilling with fires banked under boiler B.

Ensign U. S. N.

N. A. Holman

Ensign U. S. N.

From 8 A. M. to Merid.

Cloudy to clearing. Gentle breeze from S. W. by W., veering to W. by S. Ship on her course $E\frac{1}{4}S$ (pec). At 9.30 hauled down main and mizzen topmast staysails and at 10. hauled up mainsail and took in spanker and gaff topsail. At 10.30 set starboard lower studding sail and mizzen topsail. At 11.30 set port lower studding sail. At end of watch under fore topmast staysail, both lower studding sails and all plain sail to royals except mainsail and spanker. Appointments at the wheel. Distilling with fires banked under boiler B. Temperature of magazines 80° forward, 79° aft.

W. R. Caperton

Lieutenant U. S. N.

From Merid. to 4 P. M.

Gentle breeze from W. by S. falling to light air and veering to North last hour. Fair and pleasant. Smooth sea. By order of Commanding Officer changed course at 12.30 to $E\frac{3}{4}S$ per Standard. Took in flying jib and fore topmast staysail at 1.00, and the studding sails and mizzen topsail at 3.40. Set the mainsail (single reefed) at 3.40. At end of watch on course $E\frac{3}{4}S$, under plain sail to royals, except the flying jib, spanker and no single reef in the mainsail. Appointments overhauling clothing. Distilling with fires banked under boiler B. Appointments at the wheel.

Geo. R. Evans,

Lieutenant U. S. N.

From 4 to 8 P. M.

Cloudy to clear. Passing shower first hour. Light to moderate breeze from N. E. by S. to N. E. by E. At 4.05 set flying jib, fore, main and mizzen topmast staysails and spanker. At 7 P. M. took single reef in topsails and set topgallant sails. Banked flying jib and royals and main and mizzen topmast staysails. Course $E\frac{3}{4}S$. By the wind under plain sail to topgallant sails on single reefed topsails at end of watch. Distilling. Appointments at the wheel.

J. H. Purcell

Lieutenant U. S. N.

From 8 P. M. to Merid.

Cloudy. Few stars visible occasionally. Light air to gentle breeze from N. E. by E. to N. E. Course $E\frac{3}{4}S$. By the wind on port tack under same sail as during preceding watch. At 8.30 took in topgallant sails to an approaching squall near them at 9.00. Barometer about steady. Appointments at the wheel. Distilling with banked fires under boiler B.

George R. Evans,

Ensign U. S. N.

Examined and found to be correct.

J. B. McClinton,

Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Newport, R. I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry.	Air, Wet.	At the Surface.				
A. M.																		
1	1	3	hauled in	$\text{F}\frac{1}{2}\text{E}$	N.E.		1	0	0	30.21	70	69	66	72	b.c.w.	cum. mist.	3	F
2	1	3	"	$\text{F}\frac{1}{2}\text{E}$	E.N.E.		1	0	0	30.21	70	69	66	72	"	"	1	"
3	0	0	"	No steeringway	calm.		0	0	0	30.21	70	69	66	72	b.c.	"	5	"
4	0	5	"	$\text{F}\frac{1}{2}\text{E}$	E.N.E.		1	0	0	30.22	70	69	66	72	"	cum. strat.	1	"
5	0	0	"	No steeringway	calm.		0	0	0	30.21	70	68	66	72	"	cum. strat.	1	"
6	0	0	"	"	"		0	0	0	30.20	69	68	66	72	b.c.	cum. mist.	0	"
7	0	0	"	"	"		0	0	0	30.20	69	68	66	71	"	"	0	"
8	0	0	46.3	Heaving ship	$\text{F}\frac{1}{2}\text{E}$		0	1	0	30.17	70	69	66	71	"	"	0	"
9	2	4	47.6	E. by N.	$\text{F}\frac{1}{2}\text{E}$		2	0	$\frac{1}{2}$	30.17	71	70	67	72	b.c.	"	2	"
10	2	9	50.5	E $\frac{1}{4}$ N.	"		2	0	$\frac{1}{2}$	30.16	71	70	67	72	b.c.	"	0	"
11	3	2	52.6	East	"		3	0	$\frac{1}{2}$	30.16	71	71	68	72	b.c.	cir. cum.	3	"
Noon.	4	5	55.6	E $\frac{3}{4}$ S.	$\text{F}\frac{1}{2}\text{E}$		3	4	0	30.17	72	71	68	72	"	"	4	"

48. 6 Distance run by log

Course and distance made good since preceding noon by observations, E. $\text{F}\frac{3}{4}\text{E}$. 44 knots. tenths.

Position at Noon:	Latitude by D. R.	45° 15' N. "
	Longitude by D. R.	38° 58' W. "
	Latitude by observations of ☉	45° 02' N. "
	Longitude by chronometer from Forenoon Observations of ☉	39° 04' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	45° 06' N. "
	Longitude by observation	39° 21' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	45° 20' N. "
	Longitude by D. R. from Noon / (afternoon observation) Cloudy	38° 01' W. "
Current during the time, 13 knots tenths per hour , setting to the $\text{F}\frac{1}{2}\text{E}$.		
Deviation of the Compass by Azimuth ☉ observed at ship's head		0 "
Deviation of the Compass by Azimuth ☉ observed at "		0 "
Water expended during the preceding 24 hours,		350 gallons.
Water distilled during the preceding 24 hours,		741 "
Water remaining on hand fit for use at Noon,		2752 "
Coal consumed during the preceding 24 hours,		1 tons 560 lbs.
Coal remaining on hand at Noon,		71 " 1840 "

P. M.	2	9	58.5	E $\frac{1}{4}$ S.	$\text{F}\frac{1}{2}\text{E}$	3	4	3	0	30.18	72	71	68	72	b.c.	cum. mist.	2	F
1	2	3	60.8	E $\frac{1}{4}$ S.	$\text{F}\frac{1}{2}\text{E}$	4	4	0	0	30.16	72	71	68	73	"	"	1	"
2	6	1	66.9	"	$\text{F}\frac{1}{2}\text{E}$	4	4	0	0	30.14	72	71	68	73	"	"	1	"
3	6	0	72.9	"	$\text{F}\frac{1}{2}\text{E}$	4	4	0	0	30.12	73	72	69	73	b.c.d.	"	1	"
4	5	4	78.3	"	$\text{F}\frac{1}{2}\text{E}$	5	5	0	0	30.12	73	72	69	73	b.c.d.	mist.	0	M.
5	6	5	84.6	"	$\text{F}\frac{1}{2}\text{E}$	5	5	0	0	30.12	73	72	69	73	b.c.d.	"	0	"
6	6	5	90.7	"	$\text{F}\frac{1}{2}\text{E}$	5	5	0	0	30.11	73	72	69	72	"	"	0	"
7	6	4	97.1	"	$\text{F}\frac{1}{2}\text{E}$	5	5	0	0	30.11	72	71	69	72	"	"	0	"
8	5	8	2.9	"	$\text{F}\frac{1}{2}\text{E}$	4	0	0	0	30.11	71	70	68	72	"	cum. mist.	0	"
9	5	1	8.0	"	$\text{F}\frac{1}{2}\text{E}$	4	5	4	0	30.08	74	72	71	72	o.c.w.	"	0	"
10	5	2	13.2	"	$\text{F}\frac{1}{2}\text{E}$	4	5	5	0	30.04	74	72	71	72	"	"	0	"
11	5	5	18.7	"	$\text{F}\frac{1}{2}\text{E}$	5	5	0	0	30.06	74	73	72	72	"	"	0	"
Mid.	5	8	24.5	"	$\text{F}\frac{1}{2}\text{E}$	6	5	2	0	30.04	74	73	72	72	"	"	0	"

69. 5

4-95

under the command of

Commander Louis Kingsley.
Sunday, August 5

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partially cloudy and pleasant. Calm to light air from NE. to ENE. Barometer steady. At 1.30 took in mainsail and at 2.50 took in sparker. At end of watch under jib, fore topmast staysail, foresail, single reefed topsails and topgallant sails, heading $\frac{1}{2}$ E. Apprentices at the wheel. Distilling with backed fire under boiler B.

N. A. Colman
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy and calm. No stevedoring until 7 A.M., when commenced to wear ship to light air from S.E. finished wearing at 8 o'clock and put on patrol log reading 46.3 miles. Course $\frac{1}{4}$ S. (p.) At 7.45 set single reefed mainsail, sparker, royale, flying jib, main and mizzen topmast staysails. Ship by the wind on starboard tack at end of watch under fore, main and mizzen topmast staysails and all plain sail to royale except single reef in mainsail. Distilling with fire backed under boiler B. Apprentices at the wheel.

W. A. Caperton
Lieutenant U. S. N.

From 8 A.M. to Merid.

Light to moderate breeze from S. by E. to S. by W. Partly cloudy and pleasant. Smooth sea. At 9.30 mustered and inspected crew at quarters; afterwards called all hands to muster, read Articles of War, General Court Martial orders Nos. 34 to 37 inclusive, General Orders Nos. 421, 424 and 425, Circular order No. 57, and had General Muster. At 10.30 held Divine Service the Commanding Officer conducting the service. Hauled up weather clew of mainsail at 10.00, and set the main topsail and mizzen gaff topsail at 11.00. At end of watch on course $\frac{1}{4}$ S., under fore, main and mizzen topmast staysails, main topsail, mizzen gaff topsail and plain sail to royale except weather clew of mainsail. Distilling with fire backed under boiler B. Apprentices at the wheel. Temperature of magazine 80° to 85° ; forward 77° to 81° .

Joseph P. Leonard
Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy. Light drizzle of short duration last hour. Gentle to moderate breeze from S. by W. and S. by N. At 12.35 changed course to $\frac{1}{4}$ S. At 12.45 set weather clew of mainsail. At 3.05 stopped distilling and allowed fire to die out under boiler B. Took reef out of mainsail at 2.15. At end of watch under all sail except studding sail. Apprentices at the wheel.

J. H. Pyrell
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy, damp and rainy. Moderate to stiff breeze from S.W. at beginning to N. by S. at end of watch. On course $\frac{1}{4}$ S. Barometer about steady. Moderate sea. At 4.20 hauled down main topmast staysail; at about 5.15 took in gaff topsail and later main topsail, sparker, mizzen topmast staysail and fore topmast staysail, hauled up weather clew of mainsail and squared jib. Apprentices at the wheel.

George R. Evans
Ensign U. S. N.

From 8 P.M. to Merid.

Cloudy and misty. Moderate to stiff breeze from N. by S. Barometer falling. At end of watch under all plain sail to royale except flying jib, sparker and weather clew of mainsail, on course $\frac{1}{4}$ S. Apprentices at the wheel.

N. A. Colman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Newport, R.I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d°.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	6	2	30.7	E 1/4 S.	W. by S.	4.5	0	30.02	75	74	73	72	b.c.d.	unk.	1	1	
1	6	2	30.7	E 1/4 S.	W. by S.	4.5	0	30.02	75	74	73	72	b.c.d.	unk.	1	1	
2	7	2	37.9	"	W. by S.	5.6	0	30.00	75	73	72	72	"	"	1	"	
3	7	3	45.2	"	"	5.6	0	29.99	75	72	71	72	b.c.d.	cir. cum.	0	"	
4	7	1	52.3	"	W. by N.	5.6	0	30.00	74	72	71	72	b.c.	cir. cum.	5	"	
5	6	9	59.1	"	"	6	0	30.00	74	72	71	72	"	"	4	W	
6	7	4	66.7	"	"	6	15-17	30.02	75	72	71	72	"	"	1	"	
7	7	2	73.9	"	"	6	15-15	30.00	74	72	71	72	"	"	1	"	
8	6	1	80.0	"	"	5	10-13	30.00	75	73	72	72	"	"	1	"	
9	6	6	86.6	"	"	5	10	30.04	75	74	72	72	b.c.d.	"	1	"	
10	6	0	92.6	"	W. by N.	5	10-17	30.04	74	74	72	71	b.c.	cir. cum.	4	"	
11	6	5	99.1	"	S. W. by N.	5	12-17	30.05	75	76	73	72	"	"	4	"	
Noon.	7	1	6.2	"	"	5.6	12-17	30.05	75	76	73	71	"	"	5	"	

151. 1 Distance run by Patent log

Course and distance made good since preceding noon by observations, E 1/4 E.

106 knots. tenths.

Position at Noon:	Latitude by D. R.	45° 05' 9".
	Longitude by D. R.	35° 47' 9".
	Latitude by observations of ☉	45° 04' 7".
	Longitude by chronometer from Forenoon Observations of ☉	36° 43' 9".
Position at 8 A. M.	Latitude by D. R. from Noon	45° 37' 9".
	Longitude by Observation ☉	37° 17' 9".
Position at 8 P. M.	Latitude by D. R. from Noon	46° 03' 9".
	Longitude by Chronometer from Afternoon Observations	35° 49' 9".

Current during the time, 40 knots tenths per hour, setting to the S. W. by N. 3/4 W.

Deviation of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at

Water expended during the preceding 24 hours,

360 gallons.

Water distilled during the preceding 24 hours,

148 "

Water remaining on hand fit for use at Noon,

2540 "

Coal consumed during the preceding 24 hours,

tons 800 lbs.

Coal remaining on hand at Noon,

71 " 1040 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in Dths.	State of the Sea.
1	6	9	13.1	E 1/4 S.	W. by N.	5	10-15	30.02	74	75	72	70	b.c.	cir. cum.	8				
2	6	2	19.3	"	"	6	12-16	30.02	74	74	71	67	"	cum. eted.	8				
3	5	4	24.7	"	W. by S.	4.5	15-18	30.03	73	74	70	67	"	"	2				
4	4	6	29.3	"	"	3	15-18	30.03	73	73	70	67	"	"	2				
5	4	7	34.0	"	"	3	18-20	30.04	72	72	69	67	"	"	2				
6	3	8	37.8	"	"	3	18-20	30.03	72	72	69	67	"	"	2				
7	4	8	42.6	"	"	3	18-20	30.03	72	72	69	67	"	"	8				
8	4	8	47.4	"	"	3	18-20	30.03	71	70	68	67	"	"	9				
9	4	4	51.8	"	"	3	18-23	30.04	70	70	68	66	b.	now	10				
10	4	2	56.0	"	"	3	22-27	30.04	70	70	68	66	"	"	10				
11	4	2	60.2	"	"	3	22-26	30.05	71	71	68	66	b.c.w.	cum.	6				
Mid.	4	5	64.7	"	"	3	20-24	30.05	71	71	68	66	"	"	5				

under the command of

Commander Louis Kingsley
Monday, August 6

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and threatening weather with light drizzling rain at frequent intervals during watch; indications of clearing last hour. Moderate to fresh breeze from N. by E. arising to N. by N. At 1.20 hauled up lee clew of mainsail. Barometer falling slowly. At end of watch ship on her course E 1/4 S (pc) under all plain sail to royals, except flying jib, mizzen and spanker. Apprentices at the wheel.

W. B. Raperton,
Lieutenant U. S. N.

From 4 to 8 A.M.

Fresh to stiff breeze from N. by N. Cloudy. Moderate following sea. On course E 1/4 S, under plain sail to royals except flying jib, mizzen and spanker. Apprentices at the wheel.

George R. Brown,

From 8 A.M. to Merid.

Cloudy to clear. Light passing showers of drizzling rain first hour. Stiff to fresh breeze from N. by N. to N. by E. At 9.30 mustered at quarters. Instructed apprentices at guns first period; 2nd period exercised and instructed apprentices of the watch in manning and lead of running rigging. At 10.45 set port steadying sail and at 11.35 took it in. At 10.30 set mizzen top-sail. At 11 A.M. set lee clew of mainsail. Course E 1/4 S. Under all plain sail to royals except flying jib, fore topmast stay-sail, mizzen clew of mainsail and spanker. Moderate following sea from N. by N. Apprentices at the wheel. Temperature of magazines 80° 80° forward, 79° 78° aft.

J. J. Greuell,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Fair to cloudy. Stiff, falling to gentle breeze at end of watch from N. by N. and N. by E. Barometer rising slightly. Moderate following sea. On course E 1/4 S. Under same sail as preceding watch with mizzen topmast stay-sail in addition after 1.00. Instructed apprentices of watch, three periods, 1, lead of running gear, 2, gunnery, 3, log and dead reckoning. Apprentices at the wheel.

George R. Brown,

From 4 to 8 P.M.

Partly cloudy and pleasant. Gentle breeze from N. by N. Barometer steady. At 4.10 hauled down mizzen topmast stay-sail. At 7.30 took in lee clew of mainsail. At end of watch under all square sail to royals, with jib except mainsail, on course E 1/4 S. Apprentices at the wheel. Ship rolling heavily to moderate swell from N. by N.

Ensign U. S. N.

W. D. Colman,
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and cool first part, fair latter part of watch. Gentle breeze from N. by N. Ship rolling deeply and frequently to a long heavy swell from N. by N.; extreme roll to starboard 27° and to port 22°. From set at 9.30. Course E 1/4 S (pc) At end of watch ship under same sail as at end of previous watch. Apprentices at the wheel.

W. B. Raperton,
Lieutenant U. S. N.

J. B. Meltzer,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third
 Making passage from *Newport R. I.* to *Southampton, England.* Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.			BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Force & Direction of Surface Wind.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, by Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.																			
1	5	0	69.8	E 1/4 S.	N. N. W.	4	10-15	0	30.04	69	69	66	69	b. c.	cum.	9	5		
2	6	3	76.1	"	"	5	10-15	0	30.04	69	68	66	69	"	"	8	"		
3	7	0	83.2	"	"	5	10-15	0	30.02	69	68	66	69	"	"	7	"		
4	7	5	91.0	"	N. N. by W.	6	15-18	0	30.01	68	67	65	67	"	cir. cum.	3	"		
5	7	6	98.6	"	N. N. W.	6	10-11	0	30.01	68	67	64	66	"	cir. cum.	3	W.		
6	7	3	5.9	"	"	6	15-17	0	30.02	67	67	64	65	"	"	4	"		
7	7	6	13.7	"	"	6	10-18	0	30.02	67	67	64	66	"	"	5	"		
8	7	3	21.0	"	"	6	11-15	0	30.03	67	67	64	66	"	"	6	"		
9	7	2	28.2	"	"	6	11-15	0	30.06	68	68	65	66	"	"	6	"		
10	7	8	34.7	"	"	6	11-15	0	30.09	69	69	67	67	"	cum.	5	"		
11	8	3	45.0	"	"	6	11-15	0	30.09	69	69	67	67	"	"	5	"		
Noon.	8	5	53.7	"	"	6	11-15	0	30.09	69	69	67	67	"	"	7	"		

145.9 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, E. N. E. 1/4 E. 142 knots. tenths.

Position at Noon:	Latitude by D. R.	46° 41' N. "
	Longitude by D. R.	33° 30' W. "
	Latitude by observations of ☉	46° 29' N. "
	Longitude by chronometer from Forenoon Observations of ☉	33° 32' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	46° 18' N. "
	Longitude by observation	34° 13' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	46° 50' N. "
	Longitude by chronometer from Afternoon observation	32° 13' W. "

Current during the time, 11 knots tenths per hour, setting to the S 1/2 W.

Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	"	0
Water expended during the preceding 24 hours,		355 gallons.
Water	during the preceding 24 hours,	"
Water remaining on hand fit for use at Noon,		2185 "
Coal consumed during the preceding 24 hours,		tons 200 lbs.
Coal remaining on hand at Noon,		71 " 840 "

P. M.																			
1	8	2	61.9	E 1/4 S.	N. N. W.	6	10	0	30.11	67	69	65	67	b. c. g.	cum.	4	5		
2	7	8	69.7	"	"	6	10	0	30.12	66	68	64	67	"	cir. cum.	4	"		
3	7	0	76.8	"	"	6	10	0	30.13	66	67	63	67	b. c.	"	5	"		
4	6	7	83.9	"	"	6	10	0	30.15	66	66	63	67	"	uncl.	5	"		
5	6	8	90.6	"	N. N. by W.	5	10	0	30.16	66	66	62	67	"	"	2	"		
6	6	1	97.4	"	"	5	10-15	0	30.16	66	65	62	67	o. c. d.	"	0	"		
7	6	3	35	"	N. N. W.	5	10-15	0	30.16	66	65	62	66	"	"	0	"		
8	6	3	9.8	"	"	5	10-12	0	30.16	65	65	62	66	"	"	0	"		
9	6	6	15.7	"	N. by W.	5	10-15	0	30.20	65	65	62	66	"	cum. uncl.	0	"		
10	5	4	20.9	"	"	4	10-15	0	30.21	65	65	62	65	b. c.	"	1	"		
11	5	1	26.0	"	"	4	10-15	0	30.24	65	65	62	65	"	"	2	"		
Mid.	5	0	31.0	"	"	4	10-15	0	30.27	65	65	62	65	"	"	2	"		

Commander Louis Kingsley
Tuesday, August 7

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Stiff to fresh breeze from N. N. W. and N. W. by W. Fair and pleasant. Long rolling sea from N. W. and W. At 2.00 set lee clew of mainsail and mizzen topmast staysail. At end of watch on course $E\frac{1}{4}S$ under mizzen topmast staysail and plain sail to royals except flying jib, weather clew of mainsail and spanker. Apprentices at the wheel.

Geo. R. Black

From 4 to 8 A.M.

Fair to clear. Fresh breeze from N. W. At 4.30 set main topmast staysail. At 6 o'clock set flying jib, fore topmast staysail and spanker. Course $E\frac{1}{4}S$ under all plain sail to royals (except weather clew of mainsail) with staysails. Moderate sea from N. W. Apprentices at the wheel.

J. S. Penell

From 8 A.M. to Noon.

Fair. Equally appearance latter part. Fresh breeze from N. W. Barometer steady, last three hours. Long quartering sea. On course $E\frac{1}{4}S$ under same sail as preceding watch with lower studding sail. In addition let down about 9.25 and 10.30. At 9.30 mustered at quarters after which had divisional drill; 2nd period, instructed apprentices in knotting and splicing. Apprentices at the wheel. Temperature of magazines $78^{\circ}76^{\circ}$ forward, $78^{\circ}77^{\circ}$ aft. Inspected magazine flood cocks and found them in good working order.

George R. Davis

From Noon to 4 P.M.

Partly cloudy and pleasant. Fresh breeze from N. W. Barometer rising. At 1.00 o'clock took in royals, flying jib and mizzen topmast and set weather clew of mainsail. Had instructions as follows: from 1.15 to 2.15, starboard watch, seamanship, knotting and splicing; from 2.30 to 3.15, starboard watch, gunnery; from 3.30 to 4.00, all the Apprentices, setting up. At end of watch under all plain sail to topgallant sails and all topmast staysails on course $E\frac{1}{4}S$. Apprentices at the wheel.

W. J. Goldman

From 4 to 8 P.M.

Cloudy and unsettled weather, with light drizzle of rain at frequent intervals. Stiff breeze from N. W. by W. veering to N. N. W. Ship on her course $E\frac{1}{4}S$ (p.c.) At 7.10 cleared up topgallant sails and took single reefs in topsails for exercise; shook out reefs and made sail to topgallant sails. Ship rolling constantly to a long swell from N. W.; extreme roll to starboard 15° and to port 10° . At end of watch under same sail as at end of previous watch. Apprentices at the wheel.

W. A. Caperton

From 8 P.M. to Midnight.

Stiff to moderate breeze from N. by W. Partly cloudy. Now set at 9.45. Long swell from N. W. and W. On course $E\frac{1}{4}S$, under all the staysails and plain sail to topgallant sails. Apprentices at the wheel.

Geo. R. Black

Leutenant U. S. N.

J. B. McAllen

Leutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Newport, R.I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.			BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.	Force.	Heed.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.	7															
1	4	9	35.9	E 1/4 S.	North	4	8-15	0	30.27	63	63	62	64	b.c.	cum. strat.	4
2	4	9	40.8	"	"	4	8	0	30.27	63	62	59	64	"	"	8
3	3	2	44.0	"	"	3-14	8-12	0	30.27	62	61	59	63	"	"	8
4	2	3	45.9	"	"	3	8-12	0	30.28	62	61	58	61	"	cir. cum. strat.	9
5	1	5	47.2	"	"	2	7-10	0	30.30	62	61	57	61	"	"	6
6	1	0	47.5	"	"	2	8-10	0	30.30	62	61	58	61	"	cir. cum. strat.	4
7	1	0	47.9	"	"	2	8-10	0	30.30	62	61	58	61	"	cum. strat.	2
8	0	5	48.0	"	"	1	5-8	0	30.30	62	61	58	61	"	"	1
9	1	0	48.1	E by S.	"	1	6-10	1	30.36	64	62	59	62	"	"	1
10	0	5	48.2	E 1/4 S.	"	0-1	10-10	1	30.35	64	62	59	62	"	"	1
11	0	5	"	"	"	0-1	10-10	1	30.35	65	64	60	62	"	"	1
Noon.	0	5	"	"	"	0-1	7-5	1	30.37	65	64	60	62	"	"	1

97.9 Distance run by Log.

Course and distance made good since preceding noon by observations, $\text{E } N \text{ E } \frac{1}{4} \text{ E}$. 100 knots. tenths.

Position at Noon:	Latitude by D. R.	47° 05' N. "
	Longitude by D. R.	31° 23' W. "
	Latitude by observations of ☉	46° 51' N. "
	Longitude by chronometer from Forenoon Observations of ☉	31° 10' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	46° 51' N. "
	Longitude by <i>Observation</i>	31° 11' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	46° 57' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i>	30° 56' W. "

Current during the time, 16 knots tenths per hour, setting to the $\text{S. } \text{S. E. } \frac{1}{4} \text{ E}$.

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1835 "

Coal consumed during the preceding 24 hours,

1 tons 960 lbs.

Coal remaining on hand at Noon,

69 " 2120

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.	Force.	Heed.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
1	0	0	48.2	No steering	Calm	0	0	0	30.36	65	64	60	62	b.c.	cum. strat.	1		
2	0	0	"	"	"	0	0	0	30.36	65	64	60	62	"	"	1		
3	0	0	"	"	"	0	0	0	30.35	65	64	60	62	"	"	1		
4	0	0	"	"	"	0	0	0	30.35	65	64	60	62	"	"	1		
5	1	6	"	N E.	S E. by E.	0-1	0	1/2	30.35	64	63	59	62	b.c.	cum. strat.	0		
6	1	6	"	N E. by E 1/2 E.	S E.	0-1	0	1/2	30.35	64	63	60	62	b.c.	strat.	1		
7	1	8	"	N E 1/2 E.	"	0-1	0	1/2	30.35	64	63	60	62	"	"	2		
8	1	4	"	N E 1/2 N.	S E. by E.	0-1	0	1/2	30.35	64	63	60	62	"	"	4		
9	1	6	"	N E 3/4 N.	"	1-3	0	1/2	30.37	64	63	60	62	"	"	5		
10	1	7	"	"	"	1-3	0	1/2	30.37	64	63	60	62	"	"	3		
11	0	5	"	"	"	0-2	0	1/2	30.39	65	63	61	62	"	"	4		
Mid.	0	0	"	No steering	Calm.	0	0	0	30.39	65	64	62	63	"	cum. strat.	9		

under the command of

Commander Louis Kingsley
Wednesday August 8

, U. S. Navy,
1894

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Gentle to moderate breeze from North. Long swell from N.W. At 3.20 set royals and flying jib. Course E 1/4 S. At end of watch under all plain sail to royals with staysails. Apprentices at the wheel.

From 4 to 8 A.M.

Cloudy. Light breeze falling to very light air from the Northward. Barometer high and steady. Long swell from N.W. On course E 1/4 S. Under all plain sail to royals, together with all staysails. At end of watch barely stowage-way. Apprentices at the wheel.

J. H. Russell

Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudy and pleasant. Calm to light air from North. Barometer rising. At 9.00 took in spanker. At 9.30 mustered and inspected crew at quarters. From 9.45 to 10.55 exercised all hands at shortening and making sail and tacking ship. At 11 o'clock took in courses and all staysails. Quarters Board of Survey ordered, and then worked 196 lbs flour, marked Anachorian Supply Co April 1893. At 9.50 hauled in patch log reading 48.1. At end of watch under all plain sail to royals, except courses and spanker, on course E 1/4 S. Ship rolling easily to long swell from N.W. Apprentices at the wheel. Temperature of magazines 75° 76° forward, 75° 77° aft.

George R. Evans

Ensign U. S. N.

From Merid. to 4 P.M.

Cloudy and calm. No stowage-way. Course E 1/4 N. Inspected bags 13th period and 4th and 5th periods repaired and bunkered clothing. At 3.45 set fore and mizzen topmast staysails, fore sail, main sail and spanker. At end of watch ship under fore and mizzen topmast staysails and all plain sail to royals with barely stowage-way. Apprentices at the wheel, except while bags were up.

N. D. Bowman

Ensign U. S. N.

From 4 to 8 P.M.

Calm to light air from S.E. by E. and E. Cloudy and pleasant. At 6.50 exercised at reefing topsails. Took a single reef in the topsails, shook out the reefs and made sail to royals. Set the main topmast staysail at 7.45. At end of watch on starboard tack under all staysails and plain sail to royals. A sail vessel in sight during watch bearing about E. by N. Apprentices at the wheel.

W. H. Aperton

Lieutenant U. S. N.

From 8 P.M. to Mid.

Rain to clear. Light air to gentle breeze from S.E. by E, followed by calm. Course E 1/4 N. Under same sail as in preceding watch until 11.15, when the main sail, spanker, flying jib and all staysails were taken in. Ship westerly swell. A bark showing green side light on North about two miles away at end of watch. Apprentices at the wheel.

George R. Evans

Lieutenant U. S. N.

J. H. Russell

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlroy

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Newport, R. I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Force and Direction of Surface Wind.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at 4.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1	0	0	Hauled in	No stowaway	Calcu.	0	0	0	30.39	65	64	62	63	b.c.		cum.	cum. strat.	7	6
2	0	0	"	"	"	0	0	0	30.38	65	64	62	63	"	"	"	"	7	"
3	0	0	"	"	"	0	0	0	30.38	65	64	62	63	"	"	"	"	8	"
4	0	0	"	"	"	0	0	0	30.38	65	64	62	63	"	"	"	"	6	"
5	0	0	"	"	"	0	0	0	30.38	65	64	62	63	"	"	"	"	4	"
6	0	0	"	"	"	0	0	0	30.39	65	64	62	63	"	"	"	"	5	"
7	1	0	"	N. N. E.	N. E.	0-1	0	0	30.40	65	64	62	63	"	"	cum.	"	6	"
8	0	5	"	"	E. N. E.	1	0	0	30.43	65	64	62	63	"	"	"	"	7	"
9	0	5	"	N. N. 1/2 E.	N. E.	0-1	0	3/4	30.45	66	64	62	63	"	"	cir. cum.	"	9	"
10	0	0	"	Heaving ship.	N. N. E.	0-1	0	0	30.45	67	65	63	63	"	"	"	"	9	"
11	1	5	"	E. by S.	N. N. E.	1-2	0	3/4	30.46	67	67	64	64	"	"	"	"	9	"
Noon.	1	5	"	E. S. E. 1/2 E.	"	1	0	3/4	30.46	67	67	64	64	"	"	"	"	9	"

15.2 Distance run by log.

Course and distance made good since preceding noon by observations, *N. E. 1/4 N.* 20 knots. tenths.

Position at Noon:	Latitude by D. R.	47° 01' N. "
	Longitude by D. R.	31° 05' W. "
	Latitude by observations of ☉	47° 07' N. "
	Longitude by chronometer from Forenoon Observations of ☉	30° 52' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	47° 07' N. "
	Longitude by <i>observation</i>	30° 54' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	47° 07' N. "
	Longitude by <i>Chronometer from Afternoon observation</i>	30° 39' W. "

Current during the time, 11 knots tenths per hour, setting to the *N. 59° E.*

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0

Deviation of the Compass by Azimuth ☉ observed at , " 0

Water expended during the preceding 24 hours, 335 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, tons 200 lbs.

Coal remaining on hand at Noon, 69 " 1920

P. M.																			
1	1	4	Hauled in	E. S. E.	N. E. by N.	1	0	1/2	30.47	67	68	65	65	b.c.		cir. cum.	strat.	8	7
2	1	4	"	"	"	1	0	1/2	30.47	67	68	65	65	"	"	"	"	7	"
3	0	8	"	E. S. E. 1/2 E.	N. N. E.	0-1	0	1/2	30.48	69	68	65	64	"	"	"	"	7	"
4	0	5	"	"	"	0-1	0	1/2	30.50	69	68	65	64	"	"	"	"	8	"
5	0	5	"	E. by S.	N. by E.	0-1	0	0	30.50	68	68	65	64	"	"	"	"	8	"
6	0	7	"	"	"	1	0	0	30.50	68	68	65	64	"	"	"	"	8	"
7	0	6	"	"	N. N.	1	0	0	30.50	67	67	64	64	"	"	"	"	8	"
8	0	3	"	"	"	1	0	0	30.51	67	67	64	64	"	"	"	"	9	"
9	0	5	"	"	"	0-1	0	0	30.53	68	68	64	64	b.c.		cir. cum.	"	9	"
10	0	3	"	"	"	0-1	0	0	30.55	68	68	64	64	"	"	cir.	"	9	"
11	0	8	"	E. S. E.	"	0-1	0	0	30.55	68	68	64	62	"	"	cum. strat.	"	9	"
Mid.	0	5	"	E. S. E. 1/2 E.	Calcu.	0	0	0	30.55	66	66	64	62	"	"	"	"	9	"

under the command of

Commander Louis Kingsley
Thursday, August 9

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and bright starlight. Calms. Course $E\frac{1}{4}N$. No steerageway. Heading to the Westward. Under plain sail to royals except flying jib, mainsail and spanker. Heavy dew. Apprentices at the wheel.

George R. Brown,

From 4 to 8 A.M.

Partially cloudy and pleasant. Calms to light air from N.E. to E.N.E. Barometer rising. At end of watch under plain sail to royals except flying jib, mainsail and spanker, heading N.W. Small bark in sight on port beam during watch, heading to Westward. Hosted colors and aboards no answer. Apprentices at the wheel.

Ensign W. F. N.

From 8 A.M. to Merid.

Clear and fine weather. Light air from E.N.E., backing to N.W. and veering to N.N.E. Barometer rising slowly and very high. At 9.30 mustered at quarters. First period had "divisional drills"; 2nd period the 2nd and 3rd divisions had "signals". At 9.30 commenced to wear ship and at 10, main and mizzen topmast staysails, mainsail and spanker. Course $E\frac{1}{4}N$ (pc). At end of watch ship by the wind on port tack, under fore, main and mizzen topmast staysails and plain sail to royals. Apprentices at the wheel. Temperature of magazines 77° , 77° forward, 76° 76° aft.

Ensign W. F. N.

From Merid. to 4 P.M.

Light air from N.E. by N. and N.N.E. and calms. Fair and pleasant. Smooth sea. By order of Commanding Officer changed course at 12.30 to E. by S. per Standard. On port tack under all staysails and plain sail to royals. During 3rd, 4th, and 5th periods from 1.15 to 4.00, exercised 1st divisions and both Powder divisions at signals, viz. wags and mast head. During part of watch a few masted steamer was in sight on lee bow, standing to the E. Lighted a sail vessel on lee bow, from mast head at 3.00. Apprentices at the wheel.

Lieutenant W. F. N.

From 4 to 8 P.M.

Clear. Calms to light air from N by E. to N.W. Course E. by S. At 5.30 took in main topmast staysail, weather clew of mainsail, mizzen topmast staysail, gaff topsail and flying jib. At 6 o'clock exercised reefing topsails to close reef and furling light sails. At end of watch under all plain sail to royals, except flying jib, course and spanker. Apprentices at the wheel.

Lieutenant W. F. N.

From 8 P.M. to Mid.

Clear and bright starlight. Very light air from N.W. Calms at midnight. Barometer very high and steady. Course E. by S. Barely steerageway at midnight. Heavy dew. Smooth sea. Apprentices at the wheel. Same sail as preceding watch.

George R. Brown,

Ensign W. F. N.

Examined and found to be correct.

J. B. Milton.

Lieutenant W. F. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Newport R.I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temp. of Clear Sky, in Fahren.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air by Bulb.	At Wet Bulb.	Water at Surface.				
A. M.																	
1	0	0	Read in No steering	<i>calm</i>		0	0	0	30.52	65	64	62	64	b. c. w.	cum. strab.	9	P.
2	0	0	"	"	"	0	0	0	30.52	65	64	62	64	"	"	9	"
3	0	0	"	"	"	0	0	0	30.52	65	64	62	64	"	ci.	9	"
4	0	0	"	"	"	0	0	0	30.52	65	64	62	64	"	cum. strab.	9	"
5	0	0	"	"	"	0	0	0	30.55	65	64	62	64	b. c.	cum.	9	"
6	0	0	"	"	"	0	0	0	30.56	65	64	62	64	"	"	9	"
7	0	0	"	"	"	0	0	0	30.56	66	65	63	64	"	"	7	"
8	0	0	"	"	"	0	0	0	30.57	66	66	64	64	"	cum. strab.	8	"
9	0	0	"	"	"	0	0	0	30.58	67	67	64	64	"	"	7	"
10	0	0	"	"	"	0	0	0	30.58	67	66	64	64	"	ci. cum.	8	"
11	0	0	"	"	"	0	0	0	30.58	70	67	64	64	"	"	8	"
Noon.	1	0	"	<i>N E by E 1/2 E.</i>	<i>SE.</i>	1	0	0	30.58	70	67	64	64	"	"	8	"

93 Distance run by log.

Course and distance made good since preceding noon by observations, *N E 1/2 N.*

20 knots. tenths.

Latitude by D. R.

47° 08' N. "

Longitude by D. R.

30° 39' W. "

Position at Noon: Latitude by observations of ☉

47° 19' N. "

Longitude by chronometer from Forenoon Observations of ☉

30° 31' W. "

Position at 8 A. M.

Latitude by *D. R. from Noon*

47° 18' N. "

Longitude by *Observation*

30° 32' W. "

Position at 8 P. M.

Latitude by *D. R. from Noon*

47° 22' N. "

Longitude by *Chronometer from Afternoon Observations*

30° 12' W. "

Current during the time, 12 knots tenths *per-hour*, setting to the *N 27° E.*

Dev. Deviation of the Compass by Azimuth ☉ observed at 5.40 *PM*, ship's head *E SE 1/4 E.* 28° 43' W.

Deviation of the Compass by Azimuth ☉ observed at 5.40 *PM*, " 5° 00' E. " *Dev. used 30° 30' W.*

Water expended during the preceding 24 hours, 360 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1140 "

Coal consumed during the preceding 24 hours, tons 600 lbs.

Coal remaining on hand at Noon, 69 " 1320 "

P. M.																	
1	1	3	<i>Read in</i>	<i>E. N E 1/2 E.</i>	<i>SE.</i>	0-1	0	0	30.58	67	67	64	65	b. c.	cir. cum.	4	P.
2	1	4	"	"	"	0-1	0	0	30.60	69	68	64	65	"	"	7	"
3	1	8	"	<i>E. SE 1/4 E.</i>	<i>SE.</i>	1-3	0	0	30.61	69	69	64	65	"	"	8	"
4	2	8	48.2	"	"	2-3	0	0	30.62	69	69	64	65	"	"	8	"
5	2	4	50.6	"	<i>SE.</i>	2-3	0	0	30.62	68	68	64	65	"	"	8	"
6	2	4	53.0	"	"	3	0	0	30.62	68	67	64	65	"	cum. strab.	6	"
7	3	5	56.5	"	<i>SE.</i>	3	0	0	30.62	67	66	63	65	"	"	3	"
8	2	7	59.2	"	<i>SE. by W.</i>	3	0	0	30.61	67	65	62	64	"	"	2	"
9	3	0	62.2	"	<i>SE.</i>	3	0	0	30.61	67	65	62	64	"	"	4	"
10	3	7	65.9	"	"	3	0	0	30.60	67	65	62	64	"	cum.	4	"
11	4	2	70.1	"	"	3-4	1	0	30.60	67	65	62	64	"	"	5	"
Mid.	4	1	74.2	"	"	3-4	4	0	30.61	67	65	62	64	"	"	5	"

under the command of

Commander Louis Kingsley
Friday, August 10

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and calm. Heavy dew. Barometer high and steady. Large number of meteors fell during watch. Sea smooth. Bright starlight. At end of watch under plaw sail to royals except flying jib, courses and spanker, without stowage-way. Apprentices at the wheel.

N. P. Goldman

From 4 to 8 A.M.

Ensign W. P. N.

Clear and calm. No stowage-way. Barometer very high. Course E. by S. (p.c.) Under same sail as at end of preceding watch. One sail in sight. Apprentices at the wheel.

W. H. Aperton

From 8 A.M. to Noon.

U.S. Lieutenant W. P. N.

Calm until last hour, then light air from S.E. Fair and pleasant. Smooth sea.

Exercised at General Quarters at 9.40. Divisions reported ready as follows: Engineer's, 1 minute; After Powder 1 minute 45 seconds; Forward Powder 3 minutes; 3rd Division 2 minutes, 25 seconds; 1st Division 2 minutes, 45 seconds; 2nd Division 3 minutes, 25 seconds and Bangtor's 4 minutes, 10 seconds. Expended in Ordnance Department one 6 lbs. loaded shell, using the port Dugger-Schneider gun. Focused at 10.12. Aired bedding. A sail vessel in sight hulled down to the S.E. and E. At 11.00 wore ship bringing by the wind on starboard tack. At same time set flying jib, main and mizzen topmast staysails, spanker and mizzen gaff topsail. Hauled mizzen topsail. At end of watch on starboard tack, under all staysails, mizzen gaff topsail and plaw sail to royals except course. Apprentices at the wheel. Temperature of magazine 77° 76° forward, 77° 77° aft.

George R. Evans

From Noon to 4 P.M.

Lieutenant W. P. N.

Clear. Calm followed by light air from S.E., shifting to light and gentle breeze from S.W. At 12.30 changed course to E. S. E. 1/4 E. At 1.15 set courses. At 2.15 hauled up weather clew of main sail and took in gaff topsail and spanker and set mizzen topsail. At 3.10 set starboard studding sail. At end of watch under same sail as in preceding watch with above noted exceptions. A bark five miles to windward on port tack standing to N.W. at end of watch Apprentices at the wheel.

J. H. Purcell

Lieutenant W. P. N.

From 4 to 8 P.M.

Fair first part, clearing up latter part. Gentle breeze from between S.W. and N.W. Barometer very high, falling slightly black hour. Smooth sea. Course E. S. E. 1/4 E. At 7.00 took in lower studding sail. At 7.10 clew reefed topsails and stowed topgallant sails and royals. Took out reefs and made sail to royals. Set weather clew of main sail and spanker. Under same sail as preceding watch with exceptions mentioned. Apprentices at the wheel.

George R. Evans.

From 8 P.M. to Midnight.

Ensign W. P. N.

Cloudy and pleasant. Heavy dew. Barometer falling slightly. Gentle breeze from S.W. At 8.30 took in mizzen topsail. At end of watch under plaw sail to royals and topmast staysails on course E. S. E. 1/4 E. Apprentices at the wheel.

N. P. Goldman
Ensign W. P. N.

J. B. McIlwain
Lieutenant R. S. T. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Newport, R. I. to Southampton, England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in Knots.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air by Therm.	At Sea by Therm.	Water at Surface.				
A. M.																		
1	3	2	77.4	E. SE 1/4 E.	S. SE.		3	4	1/2	30.61	67	66	62	64	b. c. w.	cir. cum.	1	S.
2	3	3	80.7	"	"		3	4	1/2	30.60	65	64	62	64	"	"	5	"
3	3	3	84.0	"	"		3	4	1/2	30.59	65	64	62	64	"	"	5	"
4	4	1	88.1	"	"		3	4	1/2	30.58	65	64	62	64	"	"	5	"
5	4	5	92.6	"	S. SE.		3	3	0	30.57	65	64	62	64	b. c.	cum. strat.	2	"
6	5	3	97.9	"	"		3	4	0	30.57	66	65	62	64	"	"	2	"
7	5	5	3.6	"	"		4	3	0	30.57	67	65	63	65	"	"	1	"
8	5	0	8.6	"	"		4	3	0	30.56	67	65	63	65	"	"	3	"
9	5	3	13.9	"	S. SE. by N.		4	3	0	30.56	68	66	64	65	"	"	4	"
10	5	3	19.2	"	"		4	3	0	30.56	69	67	65	65	"	"	5	"
11	5	9	25.1	"	"		4	3	0	30.56	69	68	65	65	"	"	4	"
Noon.	5	4	30.5	"	"		4	3	0	30.57	69	68	65	65	"	"	4	"

89.4 Distance run by Log

Course and distance made good since preceding noon by observations, *N 81° E.*

79 knots. tenths.

Latitude by D. R.

47° 31' N. "

Longitude by D. R.

28° 30' W. "

Position at Noon: Latitude by observations of ☉

47° 33' N. "

Longitude by chronometer from Forenoon Observations of ☉

28° 35' W. "

Position at 8 A. M. Latitude by D. R. from Noon

47° 31' N. "

Longitude by observation

29° 07' W. "

Position at 8 P. M. Latitude by D. R. from Noon

47° 37' N. "

Longitude by Chronometer from Afternoon Observation of ☉

27° 39' W. "

Current during the time, 4 knots tenths per hour, setting to the *N 6° W*

Deviation of the Compass by Azimuth ☉ observed at ship's head

0

Deviation of the Compass by Azimuth ☉ observed at "

0

Water expended during the preceding 24 hours,

380 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

760 "

Coal consumed during the preceding 24 hours,

tons 200 lbs.

Coal remaining on hand at Noon,

69 " 1120 "

P. M.																		
1	5	8	36.3	E. SE 1/4 E.	N. SE.		4	4	0	30.58	69	68	65	65	b. c.	cir. cum.	7	S.
2	5	8	42.3	"	"		4	2	0	30.57	69	68	65	65	"	"	8	"
3	5	1	47.5	"	N. by S.		4	2	0	30.57	69	68	65	65	"	cum. strat.	6	"
4	5	4	53.1	"	"		4	2	0	30.56	69	68	65	65	"	"	5	"
5	5	5	58.6	"	N. SE.		4	2	0	30.57	68	67	65	65	"	c. c. m.	0	"
6	4	6	63.2	"	"		4	2	0	30.58	68	67	65	65	"	min. strat.	0	"
7	5	0	68.2	"	"		4	2	0	30.59	68	67	65	65	"	"	0	"
8	5	8	73.0	"	N. SE.		4	2	0	30.60	68	67	65	65	"	"	0	"
9	4	6	77.6	"	N. by S.		4	2	0	30.57	68	67	65	65	"	"	0	"
10	4	3	81.9	"	"		4	2	0	30.57	68	67	65	65	"	"	0	"
11	4	2	86.1	"	"		4	2	0	30.56	68	67	65	65	"	"	0	"
Mid.	4	4	90.5	"	"		4	2	0	30.55	68	67	65	65	"	"	0	"

59 5

4-285

under the command of

Commander Louis Kingsley
Saturday, August 11

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Partly cloudy weather. Gentle breeze from S. by E. Barometer falling slowly. Ship on her course E. $\text{S} \frac{1}{4} \text{E}$ (pc) under all topmast staysails and all plain sail to royals. Apprentices at the wheel.

W. B. Caperton.

Lieutenant U. S. N.

From 4 to 8 A. M.

Gentle to moderate breeze from S. W. Partly cloudy and pleasant. Smooth sea. On course E. $\text{S} \frac{1}{4} \text{E}$. Set the mizzen topsail at 6.30 and the starboard studding sail at 7.45. At end of watch under all sail except main trysail and mizzen gaff topsail. Three sailing vessels in sight standing to the E. Apprentices at the wheel.

Geo. R. Coates.

From 8 A. M. to Merid.

Clear. Moderate breeze from S. W. by W. Course E. $\text{S} \frac{1}{4} \text{E}$. Under same sail as in preceding watch. Two sailing vessels in sight standing to the E. Apprentices at the wheel. Temperature of magazine 77° 76° forward 77° 77° aft.

Lieutenant U. S. N.

J. D. Purcell.

Lieutenant U. S. N.

From Merid. to 4 P. M.

Fair. Moderate breeze from N. E. and N. by E. Barometer falling slowly. On course E. $\text{S} \frac{1}{4} \text{E}$. Under same sail as in preceding watch. Apprentices at the wheel. Apprentices engaged in overhauling bags and mending.

George R. Coates.

Ensign U. S. N.

From 4 to 8 P. M.

Overcast and misty. Moderate breeze from West to N. & W. Barometer rising. At 6.50 took in studding sail. At 7.10 exercised all hands reefing courses and hauled down main and mizzen topmast staysails and took in mainsail and spanker. At end of watch under all plain sail to royals except mainsail and spanker, on course E. $\text{S} \frac{1}{4} \text{E}$. Apprentices at the wheel.

N. D. Loman.

Ensign U. S. N.

From 8 P. M. to Mid.

Cloudy, with light drizzling rain nearly all of watch. Moderate breeze from N. by E. Ship on her course E. $\text{S} \frac{1}{4} \text{E}$ (pc) under same sail as at end of previous watch. Apprentices at the wheel.

W. B. Caperton.

Lieutenant U. S. N.

Examined and found to be correct.

J. B. Moilton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport R. I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.				TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prev. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 1/2.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																	
1	4	8	95.3	E. S. E. 1/4 E.	N. N. E.	4	0	0	30.55	68	67	66	65	0 m.	cloud	0	1
2	4	3	99.6	"	"	4	0	0	30.55	68	67	66	65	"	"	0	"
3	4	3	3.7	"	"	4	0	0	30.55	68	67	66	65	"	"	0	"
4	3	5	7.7	"	"	3	0	0	30.55	68	67	66	65	"	"	0	"
5	3	6	11.3	"	"	3	0	0	30.55	68	67	66	65	"	"	0	"
6	4	1	15.4	"	N. N. by N.	3-4	0	0	30.55	68	67	66	64	"	"	0	"
7	3	5	18.9	"	"	3	0	0	30.55	67	67	66	64	"	"	0	"
8	2	7	21.6	"	"	2-3	0	0	30.56	67	67	66	64	"	"	0	"
9	2	0	23.4	"	N. by N.	1-2	0	0	30.59	69	68	66	64	0 m. w.	cum	0	"
10	1	5	24.9	"	Chet	1-2	0	0	30.59	70	69	67	64	b. c. m.	strat. cum. 1	"	"
11	1	9	26.8	"	"	1-2	0	0	30.59	70	70	68	64	b. c.	cum. cum. 1	"	"
Noon.	2	0	28.8	"	"	1-2	0	0	30.58	71	70	69	64	"	"	2	"

97.7 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N. E. 1/4 E.

91 knots. tenths.

Position at Noon:	Latitude by D. R.	47° 42' N.
	Longitude by D. R.	26° 17' W.
	Latitude by observations of ☉	47° 43' N.
	Longitude by chronometer from Forenoon Observations of ☉	26° 25' W.
Position at 3 A. M.	Latitude by D. R. from Noon	47° 42' N.
	Longitude by Observation	26° 36' W.
Position at 3 P. M.	Latitude by D. R. from Noon	47° 45' N.
	Longitude by Chronometer from Afternoon Observation	26° 00' W.

Current during the time, 6 knots tenths per hour, setting to the N. 80° W.

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0°

Deviation of the Compass by Azimuth ☉ observed at , " 0°

Water expended during the preceding 24 hours, 360 gallons

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 400 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 69 " 720 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Leeway.	Height in inches.	Ther. at 1/2.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prev. of Clear Sky, in fifts.	State of the Sea.
1	2	0	30.0	E. S. E. 1/4 E.	Chet	1-2	2	30.56	70	70	68	64	b. c.	cum. strat. 2	1	1
2	2	0	31.3	"	"	1-2	2	30.56	71	71	69	64	"	"	2	"
3	2	1	32.8	"	"	1-2	2	30.55	71	70	68	64	"	"	2	"
4	2	4	34.6	"	"	2-3	2	30.55	70	70	67	64	"	"	2	"
5	2	4	37.0	"	"	2-3	0	30.55	70	70	67	64	"	"	2	"
6	2	4	39.4	"	"	2-3	0	30.55	69	69	66	64	"	"	2	"
7	3	0	42.0	"	"	2-3	0	30.55	68	68	65	65	"	"	2	"
8	2	0	44.0	"	"	2-3	0	30.54	68	68	65	65	"	"	2	"
9	1	6	45.3	"	"	2	0	30.54	68	68	65	65	"	"	2	"
10	1	8	46.6	"	"	2	0	30.55	68	68	65	65	"	"	1	"
11	1	6	48.2	"	N. by E.	2	0	30.56	67	67	64	65	"	"	2	"
Mid.	2	0	50.2	"	N. E.	2	0	30.56	67	67	64	65	"	"	3	"

under the command of

Commander Louis Kingsley
Sunday, August 12

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate to gentle breeze from N. by N. Overcast and misty. On course E. $\text{SE}\frac{1}{4}\text{E}$ per Standard, under fore topmast staysail and plain sail to royals, except mainmast and spanker. A sailing vessel in sight on point or port quarter at end of watch. Apprentices at the wheel.

Geo. R. Beach

From 4 to 8 P.M.

Lieutenant U.S.N.

Overcast and misty. Light to moderate breeze from N. by N. and N. by E. Course E. $\text{SE}\frac{1}{4}\text{E}$. At 4.20 set studding sail. At 5.30 set lee clew of mainmast and at 6.15 main and mizzen topmast staysails. At end of watch under all sail except weather clew of mainmast, main trysail, spanker and gaff topsail. Two sails in sight. Apprentices at the wheel.

J. H. Russell

Lieutenant U.S.N.

From 8 A.M. to Merid.

Cloudy. Light air and breezes from N. by N. and West. Barometer about steady. On course E. $\text{SE}\frac{1}{4}\text{E}$. Under same sail as preceding watch with spanker, lee clew of mainmast and starboard lower studding sail in addition. At 9.30 mustered at quarters, after which the Captain inspected the ship and crew at quarters. At about 10.00 the Captain conducted Divine Service. Apprentices at the wheel. Three sail in sight at end of watch. Temperature of magazines 77° 76° foremast, 77° 77° aft.

Temp. R. Room.

From Merid. to 4 P.M.

Ensign U.S.N.

Cloudy and pleasant. Light air to gentle breeze from West. Barometer falling slowly. Sea smooth; slight swell from Westward. Three sail in sight during watch. At end of watch under all plain sail to royals, except weather clew of mainmast with mizzen topsail and both lower studding sails, on course E. $\text{SE}\frac{1}{4}\text{E}$. Apprentices at the wheel.

W. D. Osman

Ensign U.S.N.

From 4 to 8 P.M.

Generally clear and pleasant. Light to gentle breezes from West. At 6.45 set main and mizzen topmast staysails and gaff topsail. At 7.15 took in both lower studding sails. At end of watch under all topmast staysails, gaff topsail and plain sail to royals except weather clew of mainmast, on course E. $\text{SE}\frac{1}{4}\text{E}$ (per) Apprentices at the wheel. Several sight during watch.

W. R. Caperton

Lieutenant U.S.N.

From 8 P.M. to End.

Light breeze from West to N. by N. Cloudy. Moon shining after 11.30. Smooth sea. On course E. $\text{SE}\frac{1}{4}\text{E}$, under all sail except studding sails, weather clew of mainmast and main trysail. Apprentices at the wheel.

Geo. R. Beach

Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Making passage from Newport, R. I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear Sky, in fols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Surface at Shade.			
A. M.																	
1	2	2	51.0	E. S. E. 1/4 E.	SE.		2	0	0	30.53	65	64	62	b. f.	cum	6	3
2	3	6	54.6	"	SE. by S.		2-3	0	0	30.49	64	64	63	f.	"	0	"
3	3	6	58.2	"	S. S. E.		3	0	0	30.48	64	64	62	"	"	0	"
4	3	6	61.8	"	"		3	0	0	30.48	64	64	62	b. c. f.	cum. mist.	4	"
5	4	0	65.8	"	SE. by S.		3	0	0	30.49	64	63	62	b. c.	ch. mist.	7	"
6	3	7	69.5	"	SE.		3	0	0	30.49	65	64	62	"	cum. ch. mist.	8	"
7	3	5	73.0	"	"		3	0	0	30.50	65	64	63	"	"	3	"
8	4	0	77.2	"	"		3	0	0	30.50	66	64	63	"	"	4	"
9	4	0	81.2	"	"		3	0	0	30.51	67	66	64	"	ch. cum.	4	"
10	4	4	85.6	"	"		3	0	0	30.51	68	68	65	"	cum.	6	"
11	4	0	89.6	"	"		3	0	0	30.51	68	68	65	"	"	6	"
Noon.	4	2	93.8	"	"		3	0	0	30.50	68	68	65	"	"	8	"

70. Distance run by Log

Course and distance made good since preceding noon by observations, N 88° E.

Position at Noon:	Latitude by D. R.	47° 49' N. "
	Longitude by D. R.	24° 45' W. "
	Latitude by observations of ☉	47° 45' N. "
	Longitude by chronometer from Forenoon Observations of ☉	24° 40' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	47° 44' N. "
	Longitude by Observation	25° 02' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	47° 52' N. "
	Longitude by Chronometer from Afternoon observation ☉	23° 50' W. "

Current during the time, 5 knots tenths per hour, setting to the S 39° E.

Deviation of the Compass by Azimuth ☉ observed at SPM, ship's head E by S.

Deviation of the Compass by Azimuth ☉ observed at SPM, " 4° 58' E. " Var used 28° 00' N.

Water expended during the preceding 24 hours, 350 gallons.

Water distilled during the preceding 24 hours, 159 "

Water remaining on hand fit for use at Noon, 209 "

Coal consumed during the preceding 24 hours, tons 1900 lbs.

Coal remaining on hand at Noon, 68" 1060 "

P. M.	2	3	96.1	E. S. E. 1/4 E.	SE.		3	0	0	30.50	68	67	64	64	b. c.	cum. mist.	9	3
1	2	1	98.2	E. by S.	SE. by S.		3	0	0	30.49	68	67	64	64	"	"	9	"
2	4	6	2.8	"	"		3	0	0	30.48	67	66	63	64	"	"	9	"
3	5	0	7.8	"	SE. by S.		3-4	2	0	30.48	67	66	63	64	"	"	9	"
4	5	2	13.1	"	"		3-4	2	0	30.47	67	66	63	64	"	"	9	"
5	5	2	18.3	"	"		4	2	0	30.44	66	65	63	64	b.	none	10	"
6	4	9	23.2	"	"		4	2	0	30.43	66	65	63	64	"	"	10	"
7	4	8	28.0	"	"		3-4	2	0	30.42	65	65	63	63	"	"	10	"
8	4	8	32.8	"	"		4	2	0	30.42	65	64	62	64	"	"	10	"
9	5	4	38.2	"	SE.		4	2	0	30.42	65	64	62	64	b. c. w.	cum. mist.	9	"
10	5	8	44.0	"	"		4	2	0	30.42	65	64	62	64	"	"	7	"
11	5	9	49.9	"	"		4	2	0	30.41	65	64	62	64	"	"	6	"
Mid.	6	0	55.9	"	"		4	2	0	30.40	65	64	62	64	"	"	6	"

under the command of

Commander Louis Kingsley
Monday, August 13

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear first and part of last hour. Foggy horizon last hour. Very dense fog middle part. Light to gentle breeze from P.W. to S.P.W. Course E. SE 1/4 E. Under same sail as in preceding watch except mizzen topsail; that was taken in at 2.45. Apprentices at the wheel.

From 4 to 8 A.M.

Fair first part, clouding up somewhat latter part. Gentle breeze from between S.P.W. and N. S.W. At 4.30, single reefed mainsail and started fire under "Boiler B," preparatory to condensing. Course E. SE 1/4 E. Under same sail as preceding watch with lower studding sail in addition after 6.00. Apprentices at the wheel. Fire sail in sight at end of watch.

George R. Lewis,

From 8 A.M. to Merid.

Clear and pleasant. Light to gentle breeze from N. P.W. Barometer steady. At 9.30 mustered and inspected crew at quarters and had drills as follows: 9.45 to 10.30, 1st and 2nd Divisions, gymnastics; 3rd Division, exercises coming and furling mizzen topsail; Powder Division, exercises at battery. From 10.45 to 11.45 port watch, maintenance seamanship. At 9.30 made longitude signal 25° 07' N. to Baize on port beam in answer to her signal. Afterward exchanged colors, barge hoisting English colors and signalling "Thanks" (Int. Code). At 9.0' clock set main topsail and at 10.25 set mizzen topsail. At 9.45 commenced distilling. At end of watch under all sail, on course E. SE 1/4 E. Apprentices at the wheel. During watch sighted five sailing vessels of which three were in sight at end of watch. Distilling with banked fire under boiler B. Temperature of magazines 77° 76° forward, 76° 76° aft.

Ensign W. F. N.

From Merid. to 4 P.M.

Clear and fine weather. Gentle to moderate breeze from N. P.W., backing to S.W. by N. 3rd and 4th periods, scraped spars and 5th period, Apprentices had lead, log and compass. Several sail in sight. Ship on bow course E. SE 1/4 E, until 12.30, when it was changed to E. by S. (pc). Under topmast staysails, main topsail, gaff topsail, starboard lower studding sail and all plain sail to royals, except single reef in mainsail. Apprentices at the wheel. Distilling with banked fire under boiler B.

N. J. Holman
Ensign U. S. N.

From 4 to 8 P.M.

Gentle to moderate breeze from P.W. by N. Clear and pleasant. Smooth sea. Took in studding sails and main topmast staysail at 7.00. Exercised at reefing topsails at 7.05. Took a single reef in topsails, then shot out reefs and made sail to royals. At end of watch on course E. by S, under all sail except studding sails, main topmast staysail and a single reef in the mainsail. By order of Commanding Officer and on recommendation of the Board, three warboard 3 1/2 gallons of beans, condemned by Sanitary Board of Navy Contractors Charles Ahrens, re-inspected. General Stockkeeper, Norfolk, Navy Yard, May 1894. Three sails in sight. Distilling with fire banked under boiler B. Apprentices at the wheel.

W. F. Caperton
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Moderate breeze from N. P.W. Under same sail as in preceding watch, Course E. by S. Distilling. Apprentices at the wheel.

Lieutenant U. S. N.

Examined and found to be correct.

J. B. Maitland,

Lieutenant U. S. N. Navigator.

Ship Essex

LOG of the UNITED STATES *Thuid* Rate,

Making passage from Newport, R. I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	62	0																
1	5	8	61.7	E. by S.	Ob. sk.		4	2	0	30.39	65	64	62	64	b. c. w.	cum.	7	3
2	5	7	67.4	"	Ob. by N.		4	2	0	30.37	65	64	62	63	"	"	6	"
3	5	1	72.5	"	"		4	0	0	30.36	65	64	62	63	"	"	6	"
4	4	8	77.3	"	"		4	0	0	30.35	65	64	62	63	"	"	6	"
5	5	0	82.3	"	"		4	5	0	30.35	65	64	62	62	"	"	1	"
6	4	9	87.2	"	"		4	8	0	30.35	65	64	62	62	o. c. w.	"	0	"
7	4	8	92.0	"	"		4	10	0	30.35	65	64	63	62	o. c. and.	numb.	0	"
8	3	2	95.2	"	N. by E.		3	4	5	30.35	62	62	60	62	o. c.	"	0	"
9	1	3	96.5	"	"		2	5	0	30.30	62	62	61	62	o. c. d.	"	0	"
10	2	2	98.7	"	"		2	3	5	30.30	63	62	61	62	o. c.	cum.	0	"
11	5	0	3.7	"	N. by E.		4	10.5	1/2	30.30	63	62	61	62	b. c.	numb. steel.	1	"
Noon.	6	8	10.5	"	"		4	7	1/4	30.30	62	62	60	62	"	"	2	"

117. 6 Distance run by Petrus log.

Course and distance made good since preceding noon by observations, $N 82^{\circ} E$. 109 knots. tenths.

Position at Noon: Latitude by D. R. $48^{\circ} 06' N.$
Longitude by D. R. $21^{\circ} 57' W.$
Latitude by observations of \odot $48^{\circ} 00' N.$
Longitude by chronometer from Forenoon Observations of \odot No observation

Position at 8 A. M. Latitude by D. R. from Noon $47^{\circ} 58' N.$
Longitude by D. R. from 4 P. M. Aug 13. $22^{\circ} 19' W.$

Position at 8 P. M. Latitude by D. R. from Noon (No observation for Longitude) $40^{\circ} 08' N.$
Longitude by D. R. from Noon (cloudy) $20^{\circ} 48' W.$

Current during the time, 6 knots tenths per hour, setting to the South by East

Deviation of the Compass by Azimuth \odot observed at ship's head 0

Deviation of the Compass by Azimuth \odot observed at " 0

Water expended during the preceding 24 hours, 350 gallons.

Water distilled during the preceding 24 hours, 1054 "

Water remaining on hand fit for use at Noon, 913 "

Coal consumed during the preceding 24 hours, 1 tons 1260 lbs.

Coal remaining on hand at Noon, 66 " 2040 "

P. M.	3	2	13.7	E by S														
1	3	2	16.9	E 1/2 S	N by E	5	6	1/2	30.30	62	62	60	62	O.C.	cum. mist.	0	2	
2	7	2	24.1	"	"	5	6	1/2	30.29	62	61	59	62	"	"	0	"	
3	6	5	30.6	"	"	4	6	1/2	30.29	62	61	59	62	O.D.	"	0	"	
4	4	7	35.3	"	"	4	6	1/2	30.28	61	60	58	62	"	"	0	"	
5	5	2	40.5	"	"	4	6	0	30.28	61	60	58	64	O.C.W.	"	0	"	
6	6	0	46.5	"	"	4	6	0	30.28	61	60	58	64	"	"	0	"	
7	6	0	52.5	"	"	4	6	0	30.29	61	60	58	64	O.E.	"	0	"	
8	5	3	57.8	E by S	N. N. E.	4	6	0	30.30	61	60	57	63	"	"	0	"	
9	5	2	63.2	E. S. E. 1/2 E.	N. E. by N.	4	10.5	0	30.27	61	60	57	63	"	"	0	"	
10	5	8	69.0	E. S. E.	"	4	5	10.5	0	30.27	61	60	57	63	"	"	0	"
11	5	5	74.5	S. E. by E. 3/4 E.	"	4	5	12.7	0	30.26	61	60	57	63	b. c.	"	3	"
Mid.	5	5	80.0	E. S. E. 1/4 E.	"	4	5	12.7	0	30.26	61	60	57	62	"	"	3	"

under the command of

Commander Louis Kingsley
Tuesday, August 14

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and damp. Moderate breeze from West first part; N. by N. latter part. Barometer falling slowly. Moderate swell from Westward. Course E. by S. Under plain sail royals except spanker at end of watch, having hauled down mizzen topmast staysail at 12.15. Taken in main topsail, spanker and gaff topsail at about 2.00. Apprentices at the wheel. Single reef in main sail. Distilling.

George R. Evans,

From 4 to 8 A.M.

Ensign R. I. N.

Overcast. Misty at times. Moderate breeze from N. by N. shifting to N. by E. at 7 o'clock and falling light. Barometer steady. At 7 o'clock set main and mizzen topmast staysails, spanker, main topsail and spanker gaff topsail and furl mizzen topsail. Several sails in sight. At end of watch under all sail except mizzen topmast on course E. by S. Apprentices at the wheel. Distilling with fires banked under boiler B.

N. P. Goldman
Ensign U. S. N.

From 8 A.M. to Noon.

Cloudy and unsettled weather. Light breeze from N. by N. evening to N. by E. and increasing to moderate breeze. Course E. by S. (p.o.) At 8.50 hauled down main and mizzen topmast staysails and took in main sail, spanker and gaff topsail at 10 A.M. set them again at 11.00 set main topsail. At 9.30 mustered at quarters and had dress parade first period; 2nd period, watch below had mail inspection. At end of watch, ship on her course, under topmast staysails, main topsail, gaff topsail and all plain sail to royals except single reef in main sail. Apprentices at the wheel. Distilling with fires banked under boiler B. Tested magazine flood cocks and found them in good working order. Temperature of magazines 77° 76° forward, 76° 76° aft.

W. S. Caperton
Lieutenant U. S. N.

From Noon to 4 P.M.

Stiff to moderate breeze from N. by E. Overcast with drizzling rain last two hours. Long swell from N.W. At 12.30, by order of Commanding Officer changed course to E. by S., per Standard. Three sails in sight after 2.00. Sail as in preceding watch. During 3rd period, 1.15 to 2.15, instructed watch below in sails, spar and ground tackle. Suspended instruction during 4th period on account of rainy weather. 5th period, 3.30 to 4.00, instructed watch on deck in lead and log. Distilling with fires banked under boiler B. Gunn's gang overhauled cage stands of 1 Pdr. R. P. Guns and lubricated deck plates. Apprentices at the wheel.

George R. Evans

From 4 to 8 P.M.

Lieutenant U. S. N.

Overcast and cloudy. Misty first part. Moderate to stiff breeze from N. by E. and N. by E. Course E. by S. Under same sail as in preceding watch. At 7 o'clock covered reefing topsails and then made sail again. Distilling three vessels in sight. Apprentices at the wheel.

J. H. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudy. Light sprinkle first hour. Moderate breeze from N. by E. Course E. by S. Same sail as in preceding watch. Barometer falling. Apprentices at the wheel. Distilling.

George R. Evans
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Newport, R. I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at d°.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																	
1	6	0	86.0	E by E 1/2 E	N E by N.	4	4	1/2	30.27	61	60	57	62	b. c.	cum.	11	5.
2	5	5	91.5	E S E 1/2 E.	N. N. E.	4	4	1/2	30.27	61	60	57	62	"	"	11	"
3	6	0	97.5	E S E.	"	4	4	1/2	30.26	61	60	57	62	"	"	4	"
4	4	7	2.2	"	"	3	4	1/2	30.26	61	60	57	62	"	"	4	"
5	5	8	8.0	E by S.	"	4	4	3/4	30.26	60	60	57	63	"	"	3	"
6	4	7	12.7	"	"	3	4	3/4	30.25	60	59	53	63	"	"	2	"
7	4	7	17.4	E 1/2 S.	N by E.	3	4	3/4	30.25	60	59	53	63	o. c.	cum. strat.	0	"
8	4	4	21.8	E by S.	N. N. E.	3	4	3/4	30.25	60	59	53	62	"	"	0	"
9	5	2	27.0	E S E 1/2 E.	N E by N.	3	4	1/2	30.29	60	58	54	62	b. c.	cum.	1	"
10	3	8	30.8	E by S.	N. N. E.	3	4	1/2	30.29	60	59	54	63	"	"	1	"
11	3	7	34.5	E S E 1/2 E.	N E by N.	3	4	1/2	30.30	60	59	54	63	"	"	4	"
Noon.	2	2	36.7	E 1/2 S.	North	2	3	1/2	30.30	61	60	54	63	"	cir. cum. strat.	7	"

126.0 Distance run by Patent log.

Course and distance made good since preceding noon by observations, N 87° E. 110 knots. tenths.

Position at Noon:	Latitude by D. R.	48° 06' N. "
	Longitude by D. R.	18° 53' W. "
	Latitude by observations of ☉	48° 06' N. "
	Longitude by chronometer for Forenoon Observations of ☉	19° 12' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	48° 06' N. "
	Longitude by observation	19° 33' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	48° 06' N. "
	Longitude by D. R. from Noon (No afternoon observation) cloudy	18° 38' W. "

Current during the time, 12 knots tenths per hour setting to the S 85° W.

Deviation of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

P. M.																	
1	2	6	38.3	E 1/2 S	North	3	10-15	0	30.28	61	61	55	63	b. c.	cir. cum. strat.	5	5
2	2	5	40.8	"	N. by W.	3	10-15	0	30.28	61	61	55	63	"	"	4	"
3	2	8	43.6	"	"	3	6-15	0	30.28	61	61	56	63	"	"	4	"
4	2	9	46.5	"	"	3	10-15	0	30.27	61	61	56	63	"	"	3	"
5	3	6	50.1	E 1/4 S	N. N. E.	3	6	0	30.26	61	60	55	63	"	"	3	"
6	3	2	53.3	E 1/2 E	N E by N.	3	6	3/4	30.27	61	60	55	63	"	"	2	"
7	3	8	57.1	E 1/2 E	"	3	6	1/2	30.28	61	60	55	63	"	"	3	"
8	2	3	59.4	E by S	"	3	6	1/2	30.28	61	60	55	63	"	"	3	"
9	2	0	60.6	E 1/2 E	"	2	5	1/2	30.28	61	60	55	63	"	cum. strat.	2	"
10	1	0	61.0	E 1/2 E	"	1	2	2	30.30	61	60	55	63	"	"	2	"
11	1	0	61.2	E 1/2 S	North	0	1	2	30.31	62	61	56	63	"	"	3	"
Mid.	1	2	62.4	"	"	1	2	0	30.32	62	61	56	63	"	"	3	"

under the command of

Commander Louis Kingsley
Wednesday, August 15

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy and pleasant. Moderate to gentle variable breeze from N.E. by N. to N.N.E. Barometer falling slightly. A large tramp steamer passed on starboard beam standing to E. Lighted a sailing vessel on starboard beam at end of watch. At end of watch under all sail except mizzen topsail and single reef in mainsail. Coc hoisted on port tack heading E. S.E. Course $E\frac{1}{2}S$. Distilling. Apprentices at the wheel.

N. J. Goldman
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy and cool. Gentle to moderate breeze from N.N.E. and N by E. Ship rolling easily to long swell from the N. Several sail and one steamer in sight all standing to the E. Course $E\frac{1}{2}S$ (gc). At end of watch, ship by the wind on port tack under same sail as at end of previous watch. Apprentices at the wheel. Distilling with fire banked under boiler B.

W. B. Caperton

From 8 A. M. to Merid.

Moderate to light breeze from N.E. by N. to North. Cloudy first two hours, clearing last two. Long swell from N. and E. At 9⁴⁵ mustered crew at quarters. During first and second periods, 9⁴⁵ to 11⁴⁵, instructed all apprentices in seamanship. Hoisted up weather clew of mainsail at 10⁴⁵, to improve draft in engine room. On port tack under all sail except studding sail, weather clew of mainsail and mizzen topsail. Distilling with fire banked under boiler B. One sail in sight on weather quarter, standing to E. Temperature of magazines forward, $76^{\circ}75^{\circ}$, aft, $76^{\circ}76^{\circ}$. Apprentices at the wheel.

Lieutenant U. S. N.

From Merid. to 4 P. M.

Cloudy to clear. Gentle breeze from North and N by N. Under same sail as in preceding watch. Course $E\frac{1}{2}S$. Long swell from N. Distilling. One sail in sight abaft weather beam standing to E. Apprentices at the wheel. Towed out small stove and clothing.

Lieutenant U. S. N.

From 4 to 8 P. M.

Cloudy. Gentle breeze from N.E. by N. Moderate swell from the N.E. Barometer about steady. Course $E\frac{1}{2}S$. By the wind on port tack under same sail as preceding watch. At 7⁰⁰ put three single reefs in the topsails and furled topgallant sail and royals. Took out reefs and made sail again. Distilling. Apprentices at the wheel.

H. Purcell

Lieutenant U. S. N.

From 8 P. M. to Mid.

Cloudy and pleasant. Calm to light breeze from North. Barometer rising. At 8³⁰ took in main topsail, spraker, main and mizzen topmast staysails and gaff topsail, and at 11³⁰ set staysails and spraker. At end of watch under all plain sail to royals and all staysails. Distilling. Apprentices at the wheel.

Ensign U. S. N.

N. J. Goldman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from *Newport, R. I.* to *Southampton, England*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1	0	5	62.6	E 1/2 S	North		0-1	5	0	30.26	61	60	55	63	b.c.	com. usual	1	6	
2	0	5	62.6	"	"		0-1	6	0	30.26	61	59	55	63	"	"	1	"	
3	0	5	"	"	"		0-1	6	0	30.26	61	59	55	63	"	"	1	"	
4	0	0	"	No steerage-way	Calm.		0	8-6	0	30.26	61	59	55	62	"	"	1	"	
5	0	0	"	"	"		0	15-15	0	30.25	61	60	56	62	"	com. clear	3	"	
6	0	0	"	"	"		0	10-16	0	30.26	61	59	56	62	"	clear	4	"	
7	0	0	"	"	East		0-1	7-17	0	30.26	61	59	56	62	"	"	4	"	
8	0	8	"	N E by N	E S E.		1	10-10	0	30.27	62	61	57	63	"	"	3	"	
9	2	3	62.6	N E 1/2 E.	SE.		2	4	1/2	30.28	62	61	57	63	"	"	5	"	
10	4	0	66.6	N E 1/4 E.	"		2-3	4	1/2	30.29	64	63	61	63	"	"	5	"	
11	4	3	70.9	"	"		4	4	1/2	30.30	64	63	61	63	"	"	5	"	
Noon.	5	2	76.1	N E by E.	"		4	5	1/2	30.31	64	63	61	63	"	"	4	"	

47. 0 Distance run by log.

Course and distance made good since preceding noon by observations, $N 84^{\circ} E$. 39 knots. tenths.

Position at Noon:	Latitude by D. R.	48° 17' N.
	Longitude by D. R.	18° 18' W.
	Latitude by observations of \odot	48° 09' N.
	Longitude by chronometer from Forenoon Observations of \odot	18° 15' W.
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	47° 05' N.
	Longitude by <i>observation</i>	18° 26' W.
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	48° 45' N.
	Longitude by <i>chronometer from Afternoon observation</i>	17° 47' W.

Current during the time, 8 knots tenths per hour, setting to the $S 14^{\circ} E$.Deviation of the Compass by Azimuth \odot observed at ship's head, 0.Deviation of the Compass by Azimuth \odot observed at " 0.

Water expended during the preceding 24 hours, 350 gallons.

Water distilled during the preceding 24 hours, 1137.

Water remaining on hand fit for use at Noon, 2462.

Coal consumed during the preceding 24 hours, 1 tons 960 lbs.

Coal remaining on hand at Noon, 63 " 1760.

P. M.																				
1	5	6	81.7	N E by E	SE		4	7	3/4	30.31	62	61	60	63	b.c.		circum- usual	6	4	
2	5	0	86.7	N E by E 3/4 E	SE by S		4	5	3/4	30.30	62	61	60	63	"		"	8	"	
3	4	7	91.4	"	"		4	5	3/4	30.30	63	62	61	63	"		"	8	"	
4	5	2	96.6	E N E	SSE		4-5	6	3/4	30.30	62	61	60	63	"		"	8	"	
5	6	2	2.8	N E by E 1/2 E	SE by S		5	6	3/4	30.30	62	61	62	63	"		"	8	"	
6	6	2	9.0	N E 3/4 E	SE		5	6	3/4	30.30	61	60	60	62	"		"	8	"	
7	5	8	14.9	N E by E	"		5	6	3/4	30.30	61	60	60	62	"		"	8	"	
8	4	8	19.7	"	"		5	6	3/4	30.30	61	60	60	62	"		"	8	"	
9	4	6	24.3	N E 3/4 E	"		5	6	3/4	30.34	61	60	60	62	"		circum- clear	5	"	
10	4	4	28.7	N E 1/4 N	"		5	6	3/4	30.36	61	60	60	62	"		circum-	7	"	
11	4	2	32.9	N E 1/4 E	"		5	6	3/4	30.38	61	60	60	62	"		"	7	"	
Mid.	4	6	37.5	"	"		5	6	3/4	30.39	61	60	60	62	"		"	7	"	

under the command of

Commander Louis Kingsley
Thursday, August 16

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Light air from North. Calm last hour. At 12.45 hauled down main and mizzen topmast staysails and took in spraker. Course $E\frac{1}{2}S$ (gc). Barely steaming way first three hours; no steaming way last hour. At end of watch under fore topmast staysail and all plain sail to royals, except spraker and single reef in mainsail. Colling carefully to long swell from N. N. E. Apprentice at the wheel. Distilling with fire banked under boiler B.

W. B. Caperton
Lieutenant U. S. N.

From 4 to 8 A.M.

Calm until last hour then light air from E. S. E. Fair and pleasant. Long swell from N. E. Took in topgallant sails, royals, flying jib, fore topmast staysail and hauled up courses at 4.30, to prevent chafe. At 7.30 set same sail. At end of watch by the wind on starboard tack, under fore topmast staysail and plain sail to royals, except spraker and a single reef in mainsail. One sail in sight. Distilling with fire banked under boiler B. Apprentice at the wheel.

G. R. Brown
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Light to moderate breeze from S. E. At 8.10 set spraker and staysails. At 9 o'clock set gaff topsail and at 10.30 main trysail, with these additions, under same sail as in preceding watch. Course $E\frac{1}{2}S$. At 9.30 mustered at quarters. Exercised and instructed apprentices, 1st period in gunnery; 2^d period, the watch below had signals. One sail in sight. Long swell from N. N. E. Apprentice at the wheel. Distilling. Temperature of magazines $77^{\circ}76^{\circ}$; forward, $76^{\circ}76^{\circ}$ aft. Breaking out Raymaste's store room.

J. B. McIlton
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Moderate breeze from S. E. veering gradually to S. S. E. at end of watch and freshening slightly last hour. Steady barometer. Course E. by S. By the wind on the starboard tack under same sail as preceding watch. Took in main trysail at 1.15 and set it again at 3.30. Distilling. Apprentices at wheel. Instructed apprentices of watch below two periods in signals. Moderate long sea. A Board of Survey of which Chief Engineer G. J. Cabiglusch is senior member, surveyed and condemned eight half barrels of flour, purchased from the Manhattan Supply Company, Contractors, April 14, 1893, passed by Board of Inspection, Navy Yard, New York, September 1892; by order of the Captain, the said eight barrels of flour were thrown overboard, the same having been declared deleterious to the health of the ship's company.

Kings R. Brown.

Ensign U. S. N.

From 4 to 8 P.M.

Partly cloudy and cool. Moderate to stiff breeze from S. E. by S. to S. E. Barometer steady. At 4.50 took in gaff topsail. At 7 o'clock called all hands reef topsails; took a single reef in topsails, furling royals and then made sail to topgallant sails. At end of watch under all plain sail to topgallant sails and all topmast staysails and main trysail, heading N. E. by E. Course E. by S. Apprentice at the wheel. Distilling.

N. B. Colman
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and cool. Bright moonlight. Stiff breeze from S. E. Course E. by S. until 10 o'clock, when it was changed to E. S. E. (gc). Ship by the wind on starboard tack, under same sail as at end of previous watch. Apprentice at the wheel. Stopped distilling at 11.30, the tanks being full.

W. B. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Newport, R.I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		BAROMETER. TEMPERATURE.							State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.	Heed.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	4	9	42.4	N. E. 1/4 E.	S. E. by E	5	6	3/4	30.40	60	59	58	62	b.	none	19	L.
2	4	3	46.4	"	"	5	6	3/4	30.40	60	59	58	62	"	"	10	"
3	3	2	49.5	"	"	4	6	3/4	30.40	60	59	56	62	b.c.	cir.	9	"
4	2	7	52.2	"	"	3	5	3/4	30.40	60	59	55	62	"	cum.	8	"
5	2	1	53.8	N. E. 3/4 N.	E. S. E.	2-3	3	3/4	30.40	60	59	55	62	"	cir. cum.	7	"
6	2	5	55.4	N. N. E. 1/4 E.	E. by S.	3	4	3/4	30.41	60	59	55	62	"	"	7	"
7	3	0	57.8	N. by E. 3/4 E.	"	3	3	3/4	30.43	60	60	56	62	"	"	7	"
8	3	0	59.8	N. N. E.	"	3	4	3/4	30.45	61	61	57	62	"	"	8	"
9	1	6	61.4	N. N. E. 1/2 E.	"	3	3	3/4	30.45	62	61	56	62	"	"	8	"
10	1	3	62.7	N. E. by N.	E. S. E.	3	5	3/4	30.47	62	61	56	62	"	"	7	"
11	1	0	63.7	N. E. 1/2 N.	"	2	5	3/4	30.47	62	61	56	62	"	"	8	"
Noon.	1	5	64.3	N. E.	S. E. by E	2	5	3/4	30.48	62	61	56	62	"	"	8	"

92.4 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N by E 1/4 E. 8.8 knots. tenths.

Position at Noon:	Latitude by D. R.	49° 33' N. "
	Longitude by D. R.	17° 21' W. "
	Latitude by observations of ☉	49° 34' N. "
	Longitude by chronometer from Forenoon Observations of ☉	17° 33' W. "
Position at 3 A. M.	Latitude by D. R. from Noon	49° 28' N. "
	Longitude by Observation	17° 34' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	49° 37' N. "
	Longitude by Chronometer from Afternoon Observations	17° 28' W. "

Current during the time, 8 knots tenths per hour, setting to the N 83° E.

Deviation of the Compass by Azimuth ☉ observed at ship's head 0°

Deviation of the Compass by Azimuth ☉ observed at " 0°

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 650 "

Water remaining on hand fit for use at Noon, 2662 "

Coal consumed during the preceding 24 hours, 1 tons 860 lbs.

Coal remaining on hand at Noon, 62 " 900

P. M.																	
1	1	5	65.2	N.E. by E.	S.E.	2	2	1	30.50.62	60	56	62	b.c.	cir. cum.	9	P.	
2	1	0	65.8	N.E. 1/2 E.	"	2	2	1	30.49.62	60	56	62	"	"	9	"	
3	0	5	66.9	N.E. by E.	S.S.E.	1	2	1	30.48.62	60	56	62	"	"	9	"	
4	0	5	66.0	E. N.E.	South	1	2	1	30.46.62	60	56	62	"	"	9	"	
5	0	0	66.1	No steering	Calan	0	0	0	30.46.62	60	56	62	"	"	9	"	
6	0	0	Keel in	"	"	0	0	0	30.48.63	61	57	62	"	"	9	"	
7	0	0	"	"	"	0	0	0	30.49.63	61	57	62	"	"	7	"	
8	0	0	"	"	"	0	0	0	30.49.63	61	57	62	"	"	7	"	
9	0	0	"	"	"	0	0	0	30.49.62	60	56	62	"	"	9	"	
10	0	9	-	East	S. by N.	1	0	0	30.49.62	59	56	62	"	"	9	"	
11	1	2	-	E. S.E. 1/4 E.	"	1	0	0	30.49.61	59	56	62	"	"	9	"	
Mid.	1	5	-	"	"	1	0	0	30.49.61	59	56	62	"	"	7	"	

under the command of

Commander Louis Kingsley
Friday, August 17

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Stiff to gentle breeze from F.E. by E. Clear and cool. Bright moonlight. Long swell from N.W. and E. By the wind on starboard tack under all staysails main trysail and plain sail to topgallant sails except a single reef in the mainsail. Apprentices at the wheel.

From 4 to 8 A.M.

Clear. Light to gentle breeze from E. F.E. and E. by S. At 5.45 took in main trysail and at 7 A.M. the weather clew of mainsail was hauled up to avoid back draft down smoke stack. Commenced distilling at 6.30. Course E. F.E. Under staysails and all plain sail to topgallant sails with single reefed mainsail and weather clew hauled up. Long swell from N.W. E. Sail in sight to windward. Apprentices at the wheel. Blushed and cleaned the bilges.

From 8 A.M. to Merid.

Clear. Light air to gentle breeze from E. by S. to F.E. by E. At 9.30 mustered at quarters. At 9.55 called clear ship for action. Tounded to General Quarters. Divisions reported ready at 9.44. The Captain inspected the divisions at quarters. Commenced exercise at 9.55 and ceased at 10.04. Called to quarters and sent out clew bags and hammocks, shifted them, got up hammock gittins and made preparations for scrubbing bags and hammocks. Temperature of magazines 76° 76° forward, 75° 75° aft. Apprentices at the wheel. Rising barometer. Cleaned bilge undercuffs and fire room.

From Merid. to 4 P.M.

Clear and pleasant. Light air to light breeze from F.E. to South. Barometer falling slightly. Scrubbed bags and hammocks and windsails. Tighted a three masted steamer standing to the Eastward. At end of watch under all sail to royals except weather clew of mainsail and all topmast staysails barely under stowaway, clew hauled on starboard tack heading E. N.E. 1/2 E. Course E. F.E. 1/2 E. Apprentices at the wheel. Distilling with fire banked under boiler B.

From 4 to 8 P.M.

Clear and fine weather. Calm. No stowaway. Course E. F.E. 1/2 E. (p) At 4.30 hauled down main and mizzen topmast staysails, took in spanker and hauled up courses to prevent chafe. At 7.20 set courses and flying jib. At 7.10 mustered at quarters and turned in clew hammocks and bags. At end of watch under fore topmast staysail and all plain sail to royals except single reef in mainsail and spanker. Distilling with fire banked under boiler B. Apprentices at the wheel. Moon rose at 7.48. At 8.18 went to Div Quarters, all Divisions reported ready in few minutes. Ceased at 9.26.

From 8 P.M. to Mid.

Calm first hour, then light air from S. by W. Fair, cool and pleasant. Smooth sea. Bright moonlight. At 11.30 set main and mizzen topmast staysails. At end of watch on course E. F.E. 1/2 E., on starboard tack, under all staysails and all plain sail to topgallant sails except spanker and a single reef in the mainsail. Distilling with fire banked under boiler B. Apprentices at the wheel.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Newport, R.I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Surface Current.	Direction & Force of Under Current.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	1	0	<i>66.1</i>	E. $\frac{1}{2}$ E.	<i>SE. by S.</i>	1-2	0	0	30.47	62	59	56	62	b.c.	<i>circum.</i>	6	<i>S.</i>
2	2	0	<i>66.1</i>	"	"	1-3	0	0	30.46	62	59	56	62	"	"	4	"
3	2	2	<i>67.6</i>	"	"	1-3	0	0	30.46	62	59	56	62	"	"	4	"
4	2	5	<i>70.2</i>	"	"	2-3	0	0	30.45	62	59	56	62	"	"	4	"
5	3	3	<i>73.5</i>	"	<i>SE.</i>	3	0	0	30.45	61	59	56	62	"	"	4	"
6	2	6	<i>76.2</i>	"	"	2-3	0	0	30.46	61	60	57	61	"	"	2	"
7	2	8	<i>79.0</i>	"	"	2-3	0	0	30.45	61	60	57	61	"	<i>circum.</i>	1	"
8	4	4	<i>83.4</i>	"	"	3-4	0	0	30.45	62	60	57	61	"	"	4	"
9	4	9	<i>88.3</i>	"	"	4	3	0	30.45	62	60	58	61	"	<i>circum. mod. sea.</i>	1	"
10	5	3	<i>93.6</i>	"	<i>SE. by N.</i>	4-5	3	0	30.45	62	60	58	61	"	<i>circum. mod.</i>	4	"
11	5	5	<i>99.1</i>	"	"	5	3	0	30.45	63	63	60	61	"	<i>circum.</i>	5	"
Noon.	6	1	<i>5.2</i>	"	"	5	2	0	30.44	63	63	60	61	"	"	6	"

49.7 Distance run by log.

Course and distance made good since preceding noon by observations, E. $\frac{1}{2}$ E.

57 knots. tenths.

Position at Noon: Latitude by D. R. $49^{\circ} 39' N.$
 Longitude by D. R. $16^{\circ} 19' W.$
 Latitude by observations of \odot $49^{\circ} 50' N.$
 Longitude by chronometer from Forenoon Observations of \odot $16^{\circ} 07' W.$

Position at 8 A. M. Latitude by *D. R. from Noon* $49^{\circ} 51' N.$
 Longitude by *Observation* $16^{\circ} 41' W.$

Position at 8 P. M. Latitude by *D. R. from Noon* $49^{\circ} 48' N.$
 Longitude by *Chronometer from Afternoon observation* $14^{\circ} 54' W.$

Current during the time, 13 knots tenths per hour, setting to the *N. 35° E.*Deviation of the Compass by Azimuth \odot observed at *4 P. M.*, ship's head *E. $\frac{1}{2}$ E.* $23^{\circ} 22' W.$ Deviation of the Compass by Azimuth \odot observed at *4 P. M.*, " " $4^{\circ} 06' E.$ *Var. used $24^{\circ} 35' W.$*

Water expended during the preceding 24 hours, 1000 gallons

Water distilled during the preceding 24 hours, 931 "

Water remaining on hand fit for use at Noon, 2593 "

Coal consumed during the preceding 24 hours, 1 tons 960 lbs.

Coal remaining on hand at Noon, 60 " 2180 "

P. M.																		
1	3	0	8.2	6. 3 1/2 E.	SE by N.	5	3	0	30.44	64	63	60	61	b.c.	circum.	5	S.	
2	6	2	17.4	6. 3 E.		5	3	0	30.43	64	63	60	61	"	"	5	"	
3	6	1	23.5	"	"	5	3	0	30.40	63	62	59	61	"	"	7	W.	
4	6	0	29.5	"	"	5	3	0	30.40	62	61	59	61	"	"	7	"	
5	6	4	35.9	"	"	5	3	0	30.40	62	61	59	61	"	"	4	"	
6	5	8	41.7	"	"	5	3	0	30.40	62	61	59	61	"	"	5	"	
7	6	3	48.0	"	"	5	3	0	30.40	62	61	59	61	"	circ. stat.	4	"	
8	6	0	54.0	"	"	5	3	0	30.40	62	61	59	61	"	"	2	"	
9	6	3	60.3	"	"	5	3	0	30.39	62	61	59	61	"	"	5	S.	
10	6	7	67.0	"	"	5	3	0	30.39	62	61	59	61	"	"	5	"	
11	7	3	74.3	"	SE.	5	3	0	30.38	62	61	59	61	"	"	4	"	
Mid.	7	5	81.8	"	"	5	3	0	30.37	62	61	59	61	"	circ.	4	"	

76. 6

4-365

under the command of

Commander Louis Kingsley
Saturday, August 18

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair to clear. Light air to gentle breeze from S.W. by S. At 2.45 set sprakes and mizzen topsail, with this addition, under same sail as in preceding watch. Distilling.
Course E. S. E. 1/2 E. Apprentices at the wheel.

J. J. Russell

Lieutenant U. S. N.

From 4 to 8 A.M.

Partially cloudy. Light to gentle breeze from S.W. by S. and S.W. Barometer about steady. Course E. S. E. 1/2 E. Under all plain sail to royals with staysails and mizzen topsail except single reef in mainsail. Engaged in cleaning ship. Apprentices at the wheel. Distilling. Smooth sea.

George R. Brown.

From 8 A.M. to Merid.

Ensign U. S. N.

Clear and pleasant. Moderate to stiff breeze from S.W. to S.W. by W. Barometer steady. Finished washing down and cleaning ship. At 8.45 set starboard lower studding sail. At 8.15 set main topsail and gaff topsail. Lost overboard 1 cork life preserver from life boat. At end of watch under all plain sail to royals (except single reef in the mainsail) and all topmast staysails, main topsail, gaff topsail and starboard lower studding sail on course E. S. E. 1/2 E. Apprentices at the wheel. Smooth sea. Temperature of magazine 75° 74° forward, 74° 74° aft. Distilling with banked fires under boiler B. Condensed by Quastley Board of Turry and three overboard 35 1/2 lbs. bacon, Contractors Sharp and Purdie, Jan. 1892; and 9 lbs. tomatoes, Contractors, J. H. Siggelt and Co. April 1890.

N. N. Holman

Ensign U. S. N.

From Merid. to 4 P.M.

Clear and cool. Stiff breeze from S.W. by W. Ship on her course E. S. E. 1/2 E. (p.c.) until 12.30 when it was changed to E. S. E. (p.c.). Under same sail as at end of previous watch. Apprentices at the wheel. At 2.45 turned in scrubbed bags. Distilling with banked fires under boiler B. Moderate swell from S.W.

W. W. Claperton

Lieutenant U. S. N.

From 4 to 8 P.M.

Stiff breeze from S.W. by W. Fair and cool. On course E. S. E. Took in studding sail at 7.00 and main topsail and fore topmast staysail at 7.45. At 7.00 exercised at reefing courses. At end of exercise turned reef out of mainsail. At end of watch under plain sail to royals and mizzen gaff topsail. One steam and two sail cranks in sight. Distilling with banked fires under boiler B. Apprentices at the wheel.

George R. Brown

Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Stiff breeze from S.W. by W. to S.W. At 8.06 stopped distilling and allowed fires to die out under B boiler. At 10.38 hauled down main topmast staysail, with this exception, under same sail as in preceding watch. Course E. S. E. Apprentices at the wheel.

J. J. Russell

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from *Newport, R. I.* to *Southampton, England.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Wind, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.	7	6	89.4	E. S. E.	S. W. by W.	5 5	0	30.32	62	61	59	61	b. c.	cum. 4	2
1	7	6	89.4	E. S. E.	"	5 5	0	30.32	62	61	59	61	"	cum. stat. 2	"
2	7	7	97.1	"	"	5 6.3	0	30.30	62	61	59	61	"	"	1
3	8	0	6.1	"	"	5 6.3	0	30.30	62	61	59	61	"	"	1
4	8	2	13.3	"	"	5 6.3	0	30.30	62	61	59	61	"	"	1
5	8	5	21.8	"	N. W. by N.	6 4	0	30.29	62	61	59	61	o. c.	scud. 0	0
6	8	4	30.2	"	"	6 7	5	30.26	62	61	59	61	o. c. d. m.	"	0
7	8	3	38.5	"	"	7 5	0	30.26	62	60	59	61	o. c. w.	"	0
8	8	4	46.9	"	"	7 5	0	30.26	62	60	59	61	o. c. m.	"	0
9	7	3	54.2	"	"	7 5	0	30.27	62	60	59	61	o. c. m. d.	"	0
10	8	4	62.6	"	"	7 5	0	30.27	62	60	59	61	"	"	0
11	7	9	70.5	"	"	6 7	5	30.28	62	60	59	61	"	"	0
Noon.	7	2	77.7	"	"	7 5	5	30.24	62	60	59	61	"	"	0

172.6 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, D. R.

Position at Noon:	Latitude by D. R.	49° 44' N. "
	Longitude by D. R.	11° 42' W. "
	Latitude by observations of ☉	No observation - " "
	Longitude by chronometer from Forenoon Observations of ☉	No observation - " "
Position at 8 A. M.	Latitude by D. R.	49° 43' N. "
	Longitude by D. R.	12° 30' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	49° 34' N. "
	Longitude by Chronometer from Afternoon observation	11° 03' W. "
Current during the time, knots tenths per hour, setting to the		
Deviation of the Compass by Azimuth ☉ observed at ship's head		0 "
Deviation of the Compass by Azimuth ☉ observed at "		0 "
Water expended during the preceding 24 hours,		350 gallons
Water distilled during the preceding 24 hours,		357 "
Water remaining on hand fit for use at Noon,		2600 "
Coal consumed during the preceding 24 hours,		tons 1800 lbs.
Coal remaining on hand at Noon,		60 " 380 "

P. M.																	
1	5	2	82.9	E. S. by E.	N. W. by W.	5	4	0	30.23	62	60	59	61	o. c. f. d.	scud.	0	N.
2	4	6	87.6	"	"	4	0	0	30.25	63	62	61	61	o. c. m.	"	0	"
3	4	7	92.3	"	"	4	0	0	30.25	63	62	61	61	"	"	0	"
4	5	2	97.5	"	"	4	0	0	30.25	62	61	60	61	"	"	0	"
5	5	5	3.0	"	N. W.	4	0	0	30.25	62	61	60	61	b. c.	cum. scud.	1	"
6	5	7	8.7	"	N. W. by N.	4	6-8	0	30.25	61	60	59	60	"	"	1	"
7	5	6	14.1	"	"	4	6	0	30.25	60	60	59	60	o. c. d.	scud.	0	"
8	5	1	19.2	"	"	4	6	0	30.23	60	60	59	60	"	"	0	"
9	5	1	24.2	E. S. E. 1/4 E.	N. W. by W.	4	0	0	30.25	61	60	58	60	"	"	0	"
10	5	6	30.0	"	N. W. by N.	4	0	0	30.25	61	60	58	60	o. c.	"	0	"
11	5	5	35.5	"	N. W. by W.	4	0	0	30.24	61	60	58	60	"	"	0	"
Mid.	6	2	41.8	"	"	4	0	0	30.25	61	60	58	60	"	"	0	"

under the command of

Commander Louis Kingsley
Sunday, August 19

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Breeze and a few stars occasional visible. Steep breeze from the S.W. by N. increasing slightly last hour. Moderate long swell. Course E. S. E. Under plain sail to royals with mizzen topmast staysail; mizzen top sail and gaff top sail. Apprentices at the wheel. Barometer falling slightly.

George R. Evans.

From 4 to 8 A.M.

Overcast and misty. Breeze to very fresh breeze from N. W. by N. Moderate sea from N. W. increasing. Barometer falling. Look is said as follows: At 5.10 royals and flying jib; at 6.15 gaff top sail; at 6.30 mizzen topmast staysail; at 6.35 spinnaker. At end of watch under plain sail to topgallant sails except spinnaker, on course E. S. E. Apprentices at the wheel.

Ensign W. F. N.

From 8 A.M. to Merid.

Cloudy, thick and drizzling rain nearly all of watch. Breeze very fresh from N. W. by N. evening to N. W. last few minutes of watch and moderating in force. Course E. S. E. (pc) until 12 noon, when it was changed to S. E. by E. (pc). At 11.45 hauled up mainsail. At end of watch under all plain sail to topgallant sails except mainsail and spinnaker. Apprentices at the wheel. Temperature of magazines 73° 71° forward, 71° 69° aft.

N. T. Goldman
Ensign W. F. N.

From Merid. to 4 P.M.

Stiff to moderate breeze from N. W. by N. Overcast and misty with fog first hour. Indications of clearing weather last hour. Moderate following sea. Fanned fog hour until 1.15. At 1.15 set royals. On course S. E. by E. per Standard, under plain sail to royals, except flying jib, mainsail and spinnaker. Passed a big school of porpoise. Humped and hauled one on board. Apprentices at the wheel.

W. B. Caperton
Lieutenant W. F. N.

From 4 to 8 P.M.

Cloudy. Overcast last part, with occasional light passing showers of drizzling rain. Moderate breeze from N. W. and N. W. by N. At 4.15 set lee clew of mainsail; at 5.30 mizzen topmast staysail and spinnaker, with this addition, under same sail as in preceding watch. Moderate sea from N. W. Apprentices at the wheel.

H. Purcell
Lieutenant W. F. N.

From 8 P.M. to Mid.

Overcast and cloudy weather. Moderate breeze from between N. W. by N. and N. N. W. Barometer about steady. Moderate sea. At 8.20 changed course to E. S. E. 1/4 E. Under same sail as preceding watch with weather clew of mainsail and main topmast staysail in addition after 9.00. Apprentices at the wheel. Occasional light squalls during watch.

George R. Evans.

Ensign W. F. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant W. F. N., Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Newport, R. I. to Southampton, England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.																	
1	5	6	47.4	E. $\frac{1}{2}$ E.	N. $\frac{1}{2}$ E.		4	0	0	30.25	60	59	57	60	b.c.	numb.	0
2	5	0	52.4	"	"		4	0	0	30.24	60	59	57	60	"	"	0
3	4	3	56.7	"	"		4	0	0	30.23	60	59	57	60	"	cum. numb.	0
4	3	7	60.4	"	"		4	0	0	30.23	61	60	58	60	"	"	0
5	5	1	65.5	"	N. $\frac{1}{2}$ E.		4	0	0	30.22	60	59	56	61	"	cum. numb.	0
6	4	4	69.9	"	N. by E.		3.4	0	0	30.22	60	59	57	61	b.c.	numb.	3
7	4	1	74.0	"	"		3	0	0	30.21	60	59	56	60	"	cum. numb.	1
8	3	7	77.7	"	"		3	0	0	30.21	60	59	57	60	"	cum. numb.	2
9	3	8	80.2	"	"		3	0	0	30.22	61	60	57	61	"	"	2
10	2	3	82.5	"	"		3	0	0	30.22	63	60	58	61	"	"	2
11	2	0	83.3	"	E. $\frac{1}{2}$ E.		2	0	0	30.22	64	62	59	61	"	"	3
Noon.	2	0	84.1	"	"		2	0	0	30.22	65	64	60	61	"	"	2

109.9 Distance run by Log

Course and distance made good since preceding noon by observations, E. $\frac{1}{2}$ E. $\frac{1}{4}$ E.

93 knots. tenths.

Position at Noon:	Latitude by D. R.	49° 35' N. "
	Longitude by D. R.	9° 15' W. "
	Latitude by observations of ☉	49° 23' N. "
	Longitude by chronometer from Forenoon Observations of ☉	9° 27' W. "
Position at 5 A. M.	Latitude by D. R. from Noon	49° 23' N. "
	Longitude by Chronometer from Forenoon Observation of ☉	9° 42' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	49° 27' N. "
	Longitude by D. R. from Noon	8° 43' W. "

Current during the time, 12 knots tenths per hour, setting to the S. $\frac{1}{2}$ E.

Deviation of the Compass by Azimuth ☉ observed at	, ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	, "	0
Water expended during the preceding 24 hours,		350 gallons.
Water	during the preceding 24 hours,	"
Water remaining on hand fit for use at Noon,		2250 "
Coal consumed during the preceding 24 hours,		tons 200 lbs.
Coal remaining on hand at Noon,		61 " 80

P. M.				E. $\frac{1}{2}$ E.													
1	1	0	85.2	E. by S.	N. by E.		2	0	0	30.22	65	64	60	61	b.c.	cum. numb.	2
2	2	4	87.1	"	"		2	0	0	30.21	65	64	60	61	"	"	2
3	2	8	89.7	"	N. by S.		2	0	0	30.21	65	64	60	61	b.c.	"	0
4	3	4	93.1	"	N. $\frac{1}{2}$ E.		2.3	0	0	30.20	65	64	60	61	"	"	0
5	4	7	97.8	"	"		4	0	0	30.18	62	61	58	61	b.c.	"	0
6	3	9	1.7	"	S. $\frac{1}{2}$ E.		4	0	0	30.14	62	61	58	61	b.c.	cum. numb.	0
7	4	4	6.1	"	"		4	0	0	30.11	62	61	58	61	b.c.	numb.	0
8	5	8	11.9	"	S. $\frac{1}{2}$ E.		5	0	0	30.10	62	61	58	61	b.c.	"	0
9	5	0	12.1	E. $\frac{1}{2}$ E.	N. $\frac{1}{2}$ E.		6	0	0	30.09	61	60	58	61	"	"	0
10	5	7	23.8	E. by S.	"		6	5	0	30.09	61	60	58	61	"	"	0
11	5	9	29.1	E. $\frac{1}{2}$ E.	"		6.7	5	0	30.07	62	61	60	61	"	"	0
Mid.	4	9	34.0	"	"		6.7	5	0	30.07	62	61	60	61	"	"	0

under the command of

Commander Louis Kingsley
Monday, August 20

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overscast. Moderate to gentle breeze from N.W. Barometer falling. At 1.15 took in sparker and at 3.40 took in courses to take a sounding. At 3.50 got sounding in 71 fathoms, yellow sand, black specks; patent log reading 60. At end of watch, under plain sail to royals, except flying jib, sparker and courses, on course E. S. E. $\frac{1}{4}$ E. Apprentices at the wheel.

From 4 to 8 A.M.

Cloudy and cool. Moderate to gentle breeze from N. N. W., veering to N. by W. Ship on her course E. S. E. $\frac{1}{4}$ E (p.c.) At 4.30 set flying jib, for topmast staysail, mainsail and sparker and at 7.30 set port lower studding sail. At 7.30 got a sounding in about 67 fathoms water, bottom grey sand with black mud, brown specks and broken shells. At end of watch, under all topmast staysails, port lower studding sail and plain sail to royals. One sail in sight on starboard quarter. Apprentices at the wheel.

N. A. Coleman

Ensign U. S. N.

W. H. Kaprielian

From 8 A.M. to Noon.

Gentle to light breeze from N. by W. backing to W. N. W. last two hours. Cloudy and pleasant. Smooth sea. Mustard cure at quarters at 9.30. During 1st and 2nd periods, 9.45 to 11.45, instructed apprentices in a rambling. At 10.30 took in all staysails, mainsail, sparker and flying jib. At end of watch, under port studding sail, all plain sail to royals, except flying jib, mainsail and sparker. One sail in sight astern, standing to S.W. and E.S. At 12.00 got a sounding in 80 fathoms of water, bottom yellow sand, black specks. Temperature of magazine, forward 72°-76°, aft 70°-69°. Apprentices at the wheel.

Lieutenant W. F. H.

From Noon to 4 P.M.

Cloudy. Overscast last part. Light to gentle breeze from W. by N. to W. S. W. At 12.35 changed course to E. by S. At 2.15 set main and mizzen topmast staysails, sparker and flying jib, with this addition under the same sail as in preceding watch. Instructed apprentices as follows: 3rd period, practical seamanship; 4th period, gunnery; 5th period, lead and log. Apprentices at the wheel. One sail in sight.

Geo. R. Adams

Lieutenant U. S. N.

From 4 to 8 P.M.

Overscast, cloudy and misty. Occasional light sprinkles. Moderate increasing to stiff breeze at end of watch from W. S. W. to S. W. Falling barometer. At about 5.30 took in royals, main and mizzen topmast staysails, sparker and mizzen topsail. Hauled down flying jib. At about 6.50 put a single reef in the topsails and reefed topgallant sails. With these exceptions same sail as preceding watch. Course E. by S. At 7.50 obtained sounding in 78 fathoms water, light yellow sand, black specks and broken shells. Apprentices at the wheel.

J. H. Purcell

Lieutenant U. S. N.

From 8 P.M. to Midnight.

Overscast and misty. Fresh to very fresh breeze from S. W. Barometer falling. At 9.30 took in topgallant sails. At 9.40 took second reef in topsails. At 9.10 changed course to S. E. $\frac{1}{2}$ E. patent log reading 13.1 and set another reef in mainsail. At 8.30 set for topmast staysail. At end of watch, under for topmast staysail, jib, courses and single reefed topsails on course S. E. $\frac{1}{2}$ E. Apprentices at the wheel.

Ensign U. S. N.

N. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. Illertsen

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R.I. to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction of Current, by symbols.	Depth of Sea, by symbols.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at/d.	Air Wet by Hyg.	Air Wet Bulb.	Water at Surface.			
A. M.																
1	4	5	38.5	E 1/2 E.	Ch. S. W.	5-6	11	0	30.06	63	61	60	61	0 and.	uncl.	0
2	4	4	42.9	"	Ch. S. W.	5-6	4	0	30.04	63	61	60	61	"	"	0
3	4	2	47.1	"	"	5-6	4	0	30.04	63	61	60	61	"	"	0
4	4	1	51.2	"	"	5-6	4	0	30.02	63	61	60	61	"	"	0
5	4	2	55.3	"	Ch. by N.	5	4	0	30.00	63	62	61	61	"	"	0
6	4	6	59.9	"	Ch. S. W.	5	4	0	30.02	63	62	61	61	0. f.	"	0
7	2	0	61.9	E 1/2 E 1/4 E.	"	4	4	0	30.02	63	62	61	61	"	"	0
8	4	2	68.4	"	"	4	0	0	30.01	64	62	61	61	"	"	0
9	3	7	72.1	E. N. E 1/4 E.	"	4	0	0	29.98	65	63	62	61	f. c. m.	cum. uncl.	2
10	3	6	75.7	E. N. E 1/4 E.	"	4	5	2	29.98	64	64	62	61	"	"	1
11	6	6	84.8	"	N. Ch. by N.	4	5	2	30.00	64	64	63	61	"	"	2
Noon.	6	4	92.2	"	"	4	5	2	30.00	63	63	62	61	"	"	1

110.4 Distance run by Octant log

Course and distance made good since preceding noon by observations, E 1/2 S

105 knots. tenths.

Position at Noon:	Latitude by D. R.	49° 05' N. "
	Longitude by D. R.	6° 05' W. "
	Latitude by observations of ☉	49° 06' N. "
	Longitude by chronometer from Forenoon Observations of ☉	6° 04' 3" W. "
Position at 8 A. M.	Latitude by D. R. from Noon	49° 08' N. "
	Longitude by observation ☉	7° 12' W. "
Position at 8 P. M.	Latitude by Afternoon observation { Sumner's Line }	49° 39' N. "
	Longitude by " "	5° 48' W. "

Current during the time, 7 knots tenths per hour, setting to the E 1/2 N.

Deviation of the Compass by Azimuth ☉ observed at ship's head 0

Deviation of the Compass by Azimuth ☉ observed at " 0

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1900 "

Coal consumed during the preceding 24 hours, tons 700 lbs.

Coal remaining on hand at Noon, 59 " 1720 "

P. M.																	
1	3	9	96.1	E. N. E 1/4 E.	Ch. S. W.	4	5	0	30.00	64	64	63	61	b. c. w.	cum. uncl.	1	0
2	2	4	98.5	E. N. E 1/4 E.	"	5	5	0	29.99	64	64	62	61	b. c. w.	"	0	"
3	7	1	5.7	"	"	5	5	0	29.99	63	64	62	61	b. c. w.	"	1	"
4	6	6	19.4	"	N. Ch. by N.	5	5	0	29.98	62	63	62	61	"	"	1	"
5	5	5	24.9	"	"	5	5	0	29.96	62	62	61	61	b. c. w.	uncl.	0	"
6	4	9	29.8	"	"	4	5	0	29.94	62	62	61	61	"	"	0	"
7	4	5	34.3	"	"	4	5	0	29.94	62	62	61	60	"	"	0	"
8	2	5	36.8	"	"	3	3	0	29.94	62	62	61	60	"	"	0	"
9	1	2	38.0	"	"	2	3	0	29.96	61	61	60	60	"	"	0	"
10	1	5	38.2	"	"	1	2	0	29.96	61	61	60	60	"	"	0	"
11	0	8	39.0	E 1/2 S.	Ch. S. W.	1	2	0	29.96	61	61	60	60	"	"	0	"
Mid.	7	9	51.3	"	"	1	0	0	29.95	62	62	61	60	"	"	0	"

under the command of

Commander Louis Kingsley
Tuesday, August 21

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and misty with drizzling rain nearly all of watch. Stiff to fresh breeze from N. E. and N. W. At 12.30 got cast of lead in 74 fathoms of water; bottom yellow sand. Course E 6 1/2 E (p. 0). Ship on course under jib, fore topmast staysail, double reefed topails and mizzen. Approaches at the wheel. Barometer falling slowly.

W. B. Caperton

Lieutenant U. S. N.

From 4 to 8 A.M.

Stiff to moderate breeze from N. by N. and N. N. W. Overcast and foggy; partly clearing at intervals. Indications of clearing weather at end of watch. Moderate following sea. Lighted three sailing vessels. Under jib, fore topmast staysail, mizzen and double reefed topails until 7.00, then shook out reef, hoisted up mainmast and made plain sail to royals except flying jib, mainmast, spraker and mizzen topails. Took soundings as follows: At 4.45 in 73 fathoms, fine brown sand, black and red specks; at 6.00, 74 fathoms, fine white sand, red and black specks; at 8.00, in 70 fathoms, yellow sand, black specks, broken shell. At 6.30 by order of Commanding Officer changed course to E. F. E. 1/4 E. few Standard: patrol log reading 61.9. Turned fog horn at frequent intervals. Approaches at the wheel.

J. R. O'Connell

Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy and misty. Moderate to stiff breeze from N. N. W. to N. by N. At 9.30 mustered at quarters. Inspected apprentices 1st point at divisional drill: 2nd point in practical seamanship. At 9.45 hoisted up to N. E. by E. to clear a vessel standing S. E. At 9.50 changed course to E. N. E. 1/4 E. and at 9.50 to E. N. E. 1/4 E. At 9.45 at flying jib and fore topmast staysail, lee clew of mainmast, main and mizzen topmast staysails, spraker and mizzen topails. Under all plain sail to royals with staysails. Det. magazine floor cox and bows out and returned forward magazine. Got soundings as follows: 9 A.M. 69 fathoms yellow sand, black specks broken shell and gravel; at 10.20 in 64 fathoms grey sand, black specks; 11 A.M. 65 1/2 fathoms, same bottom and at 12.00 64 fathoms same bottom. Approaches at the wheel. Inspection of magazine 72-73 forward, 72-73 aft.

J. R. O'Connell

Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy and misty. Clearing at intervals. Moderate to stiff breeze from N. N. W. to N. by N. Barometer falling slightly. At 12.45 changed course to E. N. E. 1/4 E. Patrol log reading 96.1. Took soundings as follows: 1.00, 65 fms. fr. y. e., f. b. sp.; 2.00, 62 fms. fr. y. e. fr. b. sp.; 3.00, 59 fms. fr. y. e., b. and y. sp. b. sh.; 4.00, 58 fms. brk. bottom and g. Inspected Apprentices 3rd point, in watchkeeping seamanship; 4th point, but both lower chains. Approaches at the wheel. Moderate sea from the Westward.

George R. Evans

From 4 to 8 P.M.

George R. Evans

Overcast and misty. Stiff to gentle breeze from N. N. W. by N. Barometer falling. By order of Commanding Officer J. Evans was reduced from Quartermaster 3rd class to Seaman for general incompetency. At 7.00 called all hands reef topails, furl topgallant sails and royals and close reefed topails, then shook reefs out of topails. At 6.00 started fire in boiler A. B. and D. Boiled smoke stack, furl mainmast and got clearing case on main yard. At 6.30 at main topails. Lighted two starboard and two sailing vessels during watch. Took the following soundings: At 5.30, 55 1/2 fms., y. e. gr.; patrol log reading 27.7; at 6.00, 55 fms. y. e. gr.; patrol log 29.8; at 7.00, 54 fms. y. e. gr.; patrol log 34.3; at 8.00, 52 fms. y. e. and b. sh.; patrol log 26.8. At end of watch under flying jib, jib, foresail, topails, main topails, spraker and all topmast staysails, on course E. N. E. 1/4 E. Approaches at the wheel.

A. F. O'Brien

Ensign U. S. N.

From 8 P.M. to Midnight.

Cloudy, misty and drizzle all of watch. Light air and breeze from N. N. W. by N. and N. N. W. At 8.30 took in main topails. At 10.00 hoisted eight Wolf light from aloft, having about 15 feet forward port beam and at same time lighted the Signal light to port a port bow. At 12.25 started ahead steaming and choked and furl sail; patrol log reading 39.0. Took soundings at 9.00, in 50 fathoms water; at 10.00 in 49 1/2 fathoms and at 11.45 in 47 1/2 fathoms. Bottom at each sounding, yellow sand, black specks, broken shell and gravel. Furl sail in eight. Course E. N. E. 1/4 E. (p. 0) until Examined and found to be correct.

At 12.25 when it was changed to E. N. E. (p. 0) ahead of watch under steam clear, with boiler A. B. and D. Approaches at the wheel. Average steam; average revolution 40.

W. B. Caperton

Lieutenant U. S. N.

J. B. McIlhenny

Lieutenant U. S. N. Navigator

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Making passage from Newport, R. I. to Southampton, England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction of Surface Sky, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 1/4.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	7	5	58.8	E 1/2 S.	Trade	1	0	0	29.95	62	62	60	60	o. f.	num.	0	1
2	5	8	67.0	"	"	1	0	0	29.92	63	61	60	61	"	"	0	"
3	6	0	73.2	"	"	1	0	0	29.92	63	60	61	61	"	"	0	"
4	7	8	81.0	"	SE.	2	0	0	29.92	63	61	60	60	"	"	0	"
5	8	1	89.1	"	S. E.	2.3	0	0	29.91	62	61	60	60	"	"	0	"
6	8	6	97.7	"	"	2.3	0	0	29.90	62	61	60	60	o. c. m.	cum. num.	0	"
7	7	8	5.5	"	"	2.3	0	0	29.89	62	61	60	60	b. c.	"	1	"
8	8	3	13.8	"	"	2	0	0	29.90	62	61	60	60	"	"	1	"
9	6	0	21.8	E. by S.	"	3	0	0	29.91	62	61	60	60	"	"	1	"
10	4	0	30.4	S. by E.	"	3	0	0	29.93	63	62	61	60	"	"	1	"
11	4	0	37.5	S. by E.	"	3	0	0	29.94	64	63	62	60	"	"	1	"
Noon.	7	7	45.2	E. by N.	"	3	0	0	29.95	65	64	62	60	"	"	1	"

151.6 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, E. N. E. 1/4 E. 140 knots. tenths.

Position at Noon:	Latitude by D. R.	50° 08' N. "
	Longitude by D. R.	3° 00' W. "
	Latitude by observations of ☉	50° 04' N. "
	Longitude by chronometer from Forenoon Observations of ☉	3° 21' W. "
Position at 3 A. M.	Latitude by D. R. from Noon	49° 47' N. "
	Longitude by Chronometer from Forenoon Observations of ☉	3° 58' W. "
Position at 3 P. M.	Latitude by D. R. from Noon	0° N. "
	Longitude by D. R. from Noon	0° W. "

Current during the time, 14 knots tenths per hour, setting to the E. S. E. 1/2 E.

Deviation of the Compass by Azimuth ☉ observed at ship's head 0°

Deviation of the Compass by Azimuth ☉ observed at " 0°

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1550 "

Coal consumed during the preceding 24 hours, 8 tons 170 lbs.

Coal remaining on hand at Noon, 51 " 10 "

P. M.	3	4	48.6	E. by S.	S. S. E.	3	0	0	29.96	65	64	63	60	s. o. m.	cum. m.	0	0	0	0
1	4	5	53.1	E. N. E. 1/4 E.	"	3	0	0	29.98	64	64	63	60	"	"	0	0	0	0
2	8	1	61.2	"	"	3	0	0	30.00	64	63	61	60	b. c. m.	"	1	0	0	0
3	8	2	69.4	"	"	3	0	0	30.00	64	63	61	60	"	"	1	0	0	0
4	8	3	77.7	"	"	3	0	0	30.00	63	62	60	60	"	"	1	0	0	0
5	8	0	86.4	"	"	2.3	0	0	30.00	64	63	62	60	"	"	1	0	0	0
6	5	0	94.7	N. E. 1/4 E.	"	2.3	0	0	30.00	64	63	61	60	"	"	1	0	0	0
7	8	0	98.6	E. 1/2 S.	"	1	0	0	30.00	64	62	61	62	"	"	1	0	0	0
8	8	0	102.0	"	E. S. E.	1	0	0	30.00	64	62	61	62	o. f.	"	0	0	0	0
9	6	4	16.4	"	E. by S.	1.2	0	0	30.00	62	60	59	62	"	"	0	0	0	0
10	0	3	22.3	N. E. by E.	"	1.2	0	0	30.00	62	60	59	62	"	"	0	0	0	0
11	5	0	28.0	N. E. 1/4 E.	"	3	0	0	30.01	62	60	59	62	b. c.	cum. m.	0	0	0	0
Mid.	1	0	0	N. E.	"	3	0	0	30.02	62	60	59	62	"	"	0	0	0	0
	2	0	0	West	"														
	0	5	0	N. E. 1/4 S.	"														

under the command of

Commander Louis Kingsley
Wednesday, August 22

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light air to light breeze from South and S.W. Overcast and foggy. Smooth sea. Lighted light was shut out by fog at 12.30, when it was nearly abeam. Flared down and answered fog whistle from 12.45 to 3.45. Not soundings at 2.00 in 46 fathoms and at 4.00 in 45 fathoms, ground broken each time. Lighted two sailing vessels. Under steam alone on course E $\frac{1}{2}$ S per Standard. Average steam 55 lbs.; revolutions 40. Appointees at the wheel.

From 4 to 8 A.M.

Foggy and misty, followed by partially clearing weather. Light to gentle breeze from S.W. Not soundings at 6 A.M. 42 fathoms, ground and broken shell and at 8 A.M. 40 fathoms, yellow sand and gravel. Steaming. Course E $\frac{1}{2}$ S. Lighted several vessels during the watch. Average revolutions 44. Steam pressure 55 lbs. Appointees at the wheel.

From 8 A.M. to Noon.

Cloudy, misty about the horizon. Gentle breeze from S.W. Rising barometer. At 9.30 misted at quarters after which instructed appointees, 1st point in space and sails; 2nd point running and standing rigging. At 8.15 changed course to E by S. Patent log 15.8; at 9.35 to S by W. Patent log 27.1; at 10.05 to S by E. Patent log 31.1; at 10.25 to E by S. Patent log 33.2. At last time took sounding in 38 fms. for y. s. with blk. sp. At Meridian obtained sounding in 35 fms. 14y. bottom. Acting appointee of A. M. S. crew, Chief Dr. Ross, received from Oct. 8, 1894. Appointees at the wheel. Average steam pressure 55 lbs. Number revolutions 44.5. Vacuum 21 inches. Under steam alone. Temperature of magazines 76°-76° forward, 76°-75° aft.

From Noon to 4 P.M.

Cloudy and hazy. Gentle breeze from S.W. to West. Barometer rising. Not anchors off bows, needed fuel of coal, spread for and aft sails out to dry; got down chafing gear and allowed boys their bags. Lighted many steamers and sailing vessels during watch. At 12.25 changed course to E by S $\frac{1}{4}$ E. Patent log reading 48.6. The District Board of Survey endorsed and threw marked, 6 lb. wood beef canister, C. S. Maltage contractor, Jan. 1891. At 4.00 took sounding, 30 fathoms, hard bottom. At end of watch under steam in 10 fms. A. S. and S. and for and aft sails, on course E. NE $\frac{1}{4}$ E. Appointees at the wheel. Average steam 55 lbs. revolutions 43.

From 4 to 8 P.M.

Cloudy and hazy, with fog last half hour. Light air and breeze from South, S. W. and E. S. E. Hammer sail and clewlines in sight. Course E. NE $\frac{1}{4}$ E, until 5.15 when changed to S by W $\frac{1}{4}$ W (p.o.), patent log 57.7; at 5.25 changed to E. S. E $\frac{1}{4}$ E (p.o.) patent log 59.7. At 6.22 sighted Portland Bill bearing N $\frac{1}{2}$ W. (mag) and Fleamby Light Ship bearing NE $\frac{1}{4}$ E (mag) patent log 92.6, sounding in 24 fathoms water, bottom hard rock. At 6.35 changed course to S by E (p.o.) patent log 95.6 miles. Not soundings at 5, 6, and 70' clear in 29, 26, and 23 fathoms respectively, bottom hard rock and at 8 in 15 fathoms, bottom broken shell and gravel. Appointees at the wheel. Average steam 55 lbs, average revolutions 40. Flared down to fog at 7.25.

From 8 P.M. to Mid.

Light air to gentle breeze from S.E. by E. Overcast and foggy until 9.30, then clearing weather with moonlight. Smooth sea. Flared for whistle during fog. Not soundings every half hour in water ranging from 20 fathoms at 9.00 to 12 fathoms at 12.00. At 9.30 sighted the Redoubt Light bearing E. N. E. and at 9.40 sighted Acadia Light bearing N. N. W. Made following changes in course: at 9.50 to N. E. by E; at 10.00 to N. E. $\frac{1}{4}$ E; patent log 23. at 11.00 to S. E. $\frac{1}{4}$ E; at 11.05 to N. W.; at 11.22 to N. W.; at 11.30 to N. by S. Stopped engines at 10.30 and at 11.24 to get soundings. At 11.26 St. Catharines Light bore S. E. $\frac{1}{4}$ E, and Acadia Light, N. W. by W. Ship's head N. W. At end of watch on range between Redoubt and Acadia, heading N. by E, standing in for an anchorage. Average steam 55 lbs.; revolutions 40. Appointees at the wheel.

Examined and found to be correct.

LOG of the UNITED STATES

Ship Essex.

Third Rate,

Making passage from Newport R. I. to, and at anchor in Southampton Water, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Wind.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.			<i>Tidal Current</i>	<i>Ship's head</i>													
1	1	5	<i>Flood</i>	<i>Sh. S. W.</i>	<i>S. S. E.</i>	3				29.98	63	62	60	62	<i>o. c. m.</i>	<i>cum. mist.</i>	0
2	0	0	<i>Black</i>	<i>S. E. by E.</i>	<i>S. E.</i>	3				29.98	63	62	60	62	"	"	0
3	0	8	<i>Ebb</i>	<i>E. by S.</i>	<i>S. E.</i>	3				29.97	63	62	60	62	"	"	0
4	1	4	"	"	<i>E. S. E.</i>	3				29.95	63	61	59	62	<i>b. c. g.</i>	"	1
5	1	5	"	"	<i>E. S. E.</i>	4				29.91	62	61	59	62	<i>o. c. v.</i>	"	0
6	1	4	"	<i>E. by S.</i>	"	4				29.90	62	61	59	62	"	<i>strat.</i>	0
7	0	8	"	<i>East</i>	"	5				29.90	63	61	59		<i>o. c.</i>	"	0
8	0	3	"	<i>E. by S.</i>	<i>E. by S.</i>	5				29.90	63	61	59		<i>o. c. d.</i>	<i>mist.</i>	0
9			<i>Underway</i>		<i>E. S. E.</i>	6				29.88	63	61	59		"	"	0
10			"	"	"	6				29.84	63	61	60		"	"	0
11			"	"	"	6				29.80	63	61	60		"	"	0
Noon.			"	"	"	6				29.80	63	61	60		"	"	0

87.1 Distance run by Petrol log.

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Latitude by	0	"
Position at 8 A. M. Longitude by	0	"
Latitude by	0	"
Position at 8 P. M. Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1200 "

Coal consumed during the preceding 24 hours, 10 tons 1540 lbs.

Coal remaining on hand at Noon, 41 " 1710 "

P. M.			<i>Ship's head</i>														
1			<i>At anchor</i>	<i>S. S. E.</i>	4				29.80	63	61	60		<i>o. c. d.</i>	<i>mist.</i>	0	
2			<i>S. E. by S.</i>	<i>S. E.</i>	4				29.80	63	61	60		"	"	0	
3			<i>S. S. W.</i>	"	4				29.81	63	61	60		"	"	0	
4			<i>Tidal Current</i>	<i>S. E. to S. S. W.</i>	4.2				29.82	63	61	60		<i>b. c.</i>	<i>cum. mist.</i>	3	
5	1	2	<i>Ebb</i>	<i>S. W. by S.</i>	<i>S. S. W.</i>	3			29.85	64	62	61		"	"	2	
6	1	5	"	<i>S. W. by W.</i>	"	3			29.87	65	62	62		"	"	0	
7	1	8	"	<i>S. W. by N.</i>	"	3			29.88	64	62	61		<i>o. c. d.</i>	"	0	
8	1	8	"	"	"	3			29.90	64	62	61		"	"	0	
9	0	4	<i>Flood</i>	<i>S. by W.</i>	"	2			29.90	64	62	61		"	"	0	
10	0	2	"	<i>Stronging</i>	<i>S. W.</i>	2			29.90	64	62	61		"	"	0	
11	0	2	"	"	"	2			29.95	64	61	60		"	"	0	
Mid.	0	1	"	<i>S. W.</i>	"	3			29.96	64	61	60		"	"	0	

under the command of

Commander Louis Kingsley
Thursday, August 23

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Overcast until last hour. Misty horizon. Passing shows last hour. Gentle breeze from S.E. to E.S.E. Steaming on course N. by E. until 12.35, when engines were stopped and starboard anchor let go at 12.38 in 14 fathoms water, gravel bottom. Towed to 90 fathoms on starboard chain. Draining of anchorage (mag). Anchor light light 4 1/4 ft. Reddish light 6 1/4 ft. and Port Star light 4 ft. Barked fire. Average reflecting 33. Pressure 52 lb.

J. Purcell.

Lieutenant W. S. N.

From 4 to 8 A.M.

Overcast, cloudy and damp. Rainy and foggy. Moderate to stiff breeze from the East rising last hour to E. by S. Steady barometer. Ebb tide, four at 5.00 about 1.5 knots. Barked fire.

George R. Lorus,

Ensign W. S. N.

From 8 A.M. to Merid.

Overcast and misty. Fresh breeze from E.S.E. Barometer falling. At 8.15, Walter Caw, pilot, came on board, and at 8.25 commenced heaving in chain. At 8.35 called all hands up anchor, and at 8.45 started ahead on bell, and at 8.50 went ahead full speed and stood into Southampton under cover of pilot. At 9 o'clock sent down topgallant and royal yards. Exchanged colors with Lightships. At end of watch steaming up Southampton Water, with five under boilers A. B. and D. under cover of pilot. Sailed and approached at the wheel. Temperature of magazines 72° 71° forward, 71° 68° aft.

W. T. Colman
Ensign W. S. N.

From Merid. to 4 P.M.

Cloudy, thick and wet weather, with light drizzling rain. Moderate breeze from E.S.E., S.E., and veering to S.W. At 12.03 exchanged numbers with Flagship "Chicago"; at 12.15 made General Signal "Sub. 1211"; Chicago answered "Yes"; at 12.40 came to anchor in 6 1/4 fathoms water, veering to 4.5 fathoms on port chain. At 12.45 made General Signal "Sub. 4557"; Chicago answered "No", after which permission was granted and the five under boilers A. B. and D. were allowed to die out. Chicago made signal (Myer code) "Have you a pilot on board"; answered "Yes". At 2.30 crossed topgallant yards. Got out steam launch and straightened up ship for port. The Commanding Officer paid an official visit to the Flagship "Chicago". The Health Officer came on board and granted pratique. The boarding officer from the Great Britain came on board at 2.30 P.M. At 2.45 veered to 90 fathoms on port chain, let go starboard anchor and moved ship with 4.5 fathoms on both chains, veering to port chain, port anchor down stream. Tied steam launch to city for mail, and to visit the W. S. Bussell. Ship's draft forward 12 feet 8 inches; aft 15 feet 10 inches. Riding to the flood tide.

W. A. Caperton.
Lieutenant W. S. N.

From 4 to 8 P.M.

Cloudy and threatening with misty drizzle last two hours. Gentle to light breeze from S.W. Barometer rising.

W. T. Colman
Ensign W. S. N.

From 8 P.M. to Mid.

Cloudy and thick, with light drizzling rain. Ship riding across tide and to wind. Wind light from S.W. and S.W.

W. A. Caperton.
Lieutenant W. S. N.

Examined and found to be correct.

J. B. Miltner.

Lieutenant W. S. N. Navigator

LOG of the UNITED STATES

Ship Essex

Third Rate,

At anchor in Southampton, Water England

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prognosis, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Wet Bulb.	Air, Wet Bulb.	Water at Surface.				
Tidal Current																
A. M.				Ship's head.												
1.	1	2	Black	S. S. W.	S. W.	3		29.98	63	61	60		O. c. m.	swell.		0
2	1	2	"	S. S. E.	"	3		29.98	63	61	60		"	"		0
3	1	2	"	S. E. by S.	"	3		29.99	63	61	60		b. c. m.	curr. mild		1
4	Surging			N. N. W.	N. S. W.	3		30.00	63	61	60		O. c. m.	"		0
5	0	2	Ebb	N. by S.	N. by S.	2		30.02	62	62	61		O. c.	"		0
6	0	5	"	N. W.	"	2		30.03	62	61	59		"	"		0
7	1	0	"	N. W. by S.	N. W.	1		30.05	62	61	60		b. c.	"		1
8	1	0	"	"	"	1		30.05	62	61	60		"	"		3
9	Flack		Surging to flood	"	"	2		30.10	65	64	62		"	"		4
10				S. by W.	N. N. E.	2		30.11	66	64	62		"	"		4
11				N. W.	N. N. W.	2		30.12	68	66	64		"	"		5
Noon.				"	"	2		30.13	69	67	65		"	"		5

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

800 "

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

1 tons 620 lbs.

Coal remaining on hand at Noon,

39 " 90 "

P. M.																
1	0	1	Surging to flood	N. N. E.	2		30.15	70	67	65		b. c.	curr. mild		5	
2	0	4	Black	S. E. by E.	2		30.13	70	66	64		"	"		4	
3	0	4	"	S. E.	S. E. by S.	2		30.13	67	65	62		"	"	4	
4	0	2	"	S. E. by S.	"	2		30.13	67	65	62		"	"	3	
5	0	4	Ebb.	S. E.	S. E. by S.	2		30.13	67	65	62		"	"	2	
6	0	4	"	E. by N.	East.	2		30.12	67	65	62		"	"	2	
7	1	2	"	N. by N.	"	3		30.12	65	64	61		"	"	2	
8	1	8	"	"	"	3-4		30.12	65	64	61		s. f. w.	"	0	
9	0	8	"	"	"	4		30.14	65	63	61		O. g.	"	0	
10	0	4	"	E. by N.	"	2-4		30.14	64	63	61		"	"	0	
11	0	1	Surging	"	"	2-4		30.12	64	62	60		"	"	0	
Mid.	0	2	Black	East	"	2-4		30.12	63	62	60		"	"	0	

under the command of

Commander Louis Kingsley
Friday, August 24

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from S.W. and N.W. Overcast and misty. Began to
suning to ebb tide at 3.30.

Geo. R. Beaman
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Gentle to light breeze from N.W. to S.W. Barometer rising.
At 7.30 made signal Int 5455. Flagship assumed way. Look sail with us by signal. At 7.45
Chicago made signal 5455. Looked sail to a huzzles with flagship and got com off mainsail.
Received on board in Dept. of Supplies and Accounts the following fresh provisions 76 lb. bread, 95 lb.
lief, 95 lb. vegetables.

N. P. Goldman
Ensign U. S. N.

From 8 A.M. to Noon.

Fair and mild. Light breezes from N.W., veering to N.W.E. and backing to N.W.
The crew engaged at blacking ship's side. At 10 A.M., the Captain reported on board the Chicago in
obedience to signal and at 11 A.M. Lieut. Comdr. Rice, and Lieutenant Caperton and Powell reported on
board the Chicago in obedience to signal. Suning to flood at 10.30 A.M. Rear Admiral Silas W. F. paid
an official visit to this ship. Temperature of magazines 72° 70° forward, 71° 68° aft.

W. H. Caperton
Lieutenant U. S. N.

From Noon to 4 P.M.

Light breeze from N.W.E. veering to S.E. by S. Cloudy and pleasant. Finished suning
to flood at 1.00. At 1.25 Flagship made general signal "2984", and at 1.30 "4826". Cases answered At 1.40
fired sail in obedience to signal. Discharged ashore into shore ash lighter. Received official visits from
the Commanding Officer of the U. S. S. Chicago and the U. S. Consul. Received in Pay Department Two
thousand pounds (\$2,000) in English gold. Ensign W. J. Coleman U. S. N., left the ship at three days leave.

Geo. R. Beaman
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy with fog last hour. Light to moderate breeze from S.E. by S. backing to East.
Suning to ebb tide at 4.30. E. J. Iron (Blacksmith) left the ship on leave until Thursday August 30.

W. H. Caperton
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Light to moderate breeze from East. Overcast. Suning to flood tide between 10.00
and 11.00.

Geo. R. Beaman
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex*.
At anchor in Southampton Water, England.

Third Rate,

				WIND.				BAROMETER.		TEMPERATURE.							
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 4'.	Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Clear Sky, in fths.	State of the Sea.
Tidal Current.																	
Ship's head.																	
A. M.																	
1	0	4	Flood	East	East	4			30.12	62	60	59		o. c. p.	numb.		0
2	0	8	"	E. S.	"	4			30.12	63	61	59		"	"		0
3	1	0	"	E. S. E.	"	4-5			30.08	63	61	59		o. c. q. p.	"		0
4	1	0	"	East	E. N. E.	4			30.06	62	61	59		"	"		0
5			Flack	"	"	4			30.04	62	60	58		o. c. p. t. b.	"		0
6			" Ebb	N. E. by E.	"	4-2			30.02	62	62	60		o. c. b. t.	"		0
7	0	2	"	N. N. W.	"	2			30.09	62	61	60		o. c. r.	"		0
8	1	0	"	"	"	2			30.10	62	61	60		"	"		0
9	1	2	Flood	"	"	3			30.10	62	61	60		"	"		0
10	1	5	"	N. N. E.	"	3-4			30.10	62	61	60		o. c. om.	"		0
11	1	4	"	E. by N.	"	3-4			30.10	62	61	60		"	"		0
Noon.	1	4	"	"	"	3-4			30.10	62	61	60		b. c. om.	"		2

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

400 "

Coal consumed during the preceding 24 hours,

tons 1260 lbs.

Coal remaining on hand at Noon,

38 " 1070 "

P. M.																
1	1	0	Flood	E. by N.	E. N. E.	3		30.10	62	61	60		b. c. m.	numb.	2	
2	1	0	"	"	"	3		30.10	64	63	61		"	"	1	
3	1	0	"	East	"	3		30.09	65	63	62		"	"	2	
4	0	5	"	E. S. E.	"	3		30.09	66	65	63		"	"	3	
5	1	0	"	"	"	2		30.06	66	65	63		o. c. m.	"	0	
6	1	0	"	"	"	2		30.05	65	61	60		o. c.	"	0	
7			Flack	E. N. E.	East	2		30.03	65	62	61		"	"	0	
8	0	2	Ebb	N. by W.	E. N. E.	2-5		30.04	64	62	61		o. c. q.	"	0	
9	1	0	"	N. N. W.	"	2-3		30.02	64	62	61		o. c. p.	numb.	0	
10	1	0	"	"	"	3		30.02	65	62	61		o. c. q. p.	"	0	
11	0	8	"	N. N. W.	E. S. E.	3-5		30.00	65	62	61		"	"	0	
Mid.			Flack	E. S. E.	"	3-5		30.00	65	62	61		"	"	0	

under the command of

Commander Louis Kingsley
Saturday, August 25

, U. S. Navy,

, 18 94.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy. Passing showers with thunder and lightning. Moderate to stiff breeze in squalls from East, and E. & E.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and rainy. Lightning and thunder first two hours. Moderate, decreasing to light breeze from E. & N.E. Slack water about 5.30 A.M. Tiding to ebb tide at 7.00. Barometer rising latter part of watch.

W. B. Caperton
Lieutenant U. S. N.

From 8 A.M. to Merid.

Gentle to moderate breeze from E. & N.E. Overcast and misty. Tiding to flood tide at 9.50. Put all the apprentices ashore on liberty. Temperature of magazine 77° 76° food, 76° 75° aft.

R. R. Beach
Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy to fair. Gentle breeze from E. & N.E. Received in Pay Dept. 76 lbs fresh bread, 95 lbs fresh beef, 93 lbs vegetables.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Light breeze from E. & N.E. and East, freshening and blowing in squalls last hour. Overcast. High water at 7.00.

R. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Mid.

Overcast and cloudy. Passing showers. Light to gentle breeze from E. & N.E., shifting to E. & N.E. and blowing stiff in squalls. All the apprentices except three returned from liberty. By order of Commanding Officer placed A. Colu (Coo) in confinement to await investigation and for safe keeping.

J. H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U. S. N. Navigator

under the command of

Commander Louis Kingsley
Sunday, August 26

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy with passing showers. Lightning to the Eastward. Barometer unsteady. Riding to the flood. Clearing last hour. Light Easterly air and breeze.

George R. Brown,

Ensign U. S. N.

From 4 to 8 A.M.

Light breeze from N. E. and S. E. Overcast and damp. Foggy during last part of watch. Sent ashore to Catholic Church party of 42 apprentices in charge of the Master at Arms. High water 5.00.

George R. Brown

Lieutenant U. S. N.

From 8 A.M. to Noon.

Overcast and misty first hour, then clearing weather. Light to gentle breeze from N. E. Church party returned on time. At 9.45 mustered at quarters. Commanding Officer inspected ship and crew. Absent without leave W. Dwyer (C.P.), J. O. Steinman (C.P.), A. Kessen (C.P.), F. Stephens (Sail), Parker (Sail), F. L. Norton (Painter), D. W. Hume (App. 30), J. L. Bennett (App. 30), K. Hornum, A. H. Jochumson (C.P. 30). The two latter returned on board 3 hours writtime. F. Kufs (App. 30) returned on board 14 hours writtime. Commanding Officer held Divine Service on board. Flagship made 1087 at 11.10. Received on board in Equipment Dept. 2500 gallons fresh water. Temperature of magazines 72° 70° forward, 71° 68° aft.

J. S. Purcell

Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant weather. Light air and breeze from S. E. by N. Barometer steady. Passed Assistant Surgeon R. B. Potter U. S. Navy, left the ship on five days leave of absence. Thos. Stephens (Sail) and F. L. Norton (Painter) returned on board 6 hours writtime. Ensign W. J. Coleman U. S. Navy reported his return from leave. Towing to flood first hour, strength of flood current 3 knots.

George R. Brown,

Ensign U. S. N.

From 4 to 8 P.M.

Clear. Light air to gentle breeze from N. E. and S. E. by N.

J. S. Purcell

Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and bright starlight. Light air and breeze from N. E. Lightning to the S. E. at intervals during watch. Barometer steady. Ebb tide, strength at midnight 1.5 knots.

George R. Brown,

Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenn

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex.
At anchor in Southampton Water, England.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction of Current, by symbols.	Force of Current, in miles.	State of the Sea.	
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.						Water at Surface.
Ship's head.																			
A. M.	Tidal Current.																		
1	1	0	Ebb.	N. W.	N. W.	1				30.06	60	60	58	b. c. l.	cum.	9			
2	1	0	"	"	"	1				30.06	60	59	58	"	"	5			
3	0	9	"	"	"	1				30.05	59	59	58	"	"	5			
4	Slack			"	"	1				30.05	60	59	57	b. c.	"	6			
5	No tide			S. E. by E.	N. N. W.	1				30.05	60	59	57	b. c. m.	cir. cum.	4			
6	"			S. E.	"	1				30.06	60	59	57	"	strat	4			
7	"			S. E. by S.	North	1				30.07	62	59	58	"	"	3			
8	"			N. N. E.	"	1				30.12	63	61	60	"	"	4			
9	0	1	Ebb	N. by E.	"	1				30.14	64	62	61	"	"	3			
10	0	2	"	N. N. W.	"	1				30.15	66	64	62	"	"	3			
11	0	6	"	N. W. by N.	N. N. W.	2				30.16	67	65	63	"	"	3			
Noon.	0	4	"	N. W.	N. N. E.	2				30.16	68	65	63	"	"	3			

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

{ Longitude by D. R. 0 " "

{ Latitude by observations of ☉ 0 " "

{ Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 3 A. M. { Latitude by 0 " "

{ Longitude by 0 " "

Position at 3 P. M. { Latitude by 0 " "

{ Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , " 0 " "

Water expended during the preceding 24 hours, 350 gallons

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2150 "

Coal consumed during the preceding 24 hours, tons 1300 lbs.

Coal remaining on hand at Noon, 37 " 1310 "

P. M.																		
1	0	0		<i>N. W.</i>	<i>N. N. W.</i>	3				30.16	68	66	63		<i>b. c.</i>	<i>cum.</i>	4	
2			<i>Surging</i>	<i>N. E.</i>	<i>N. by W.</i>	3-4				30.15	68	65	64		"	"	6	
3	0	3	<i>Ebb</i>	<i>N. by W.</i>	"	3				30.15	68	65	64		"	"	6	
4	0	0		<i>N. E. by N.</i>	<i>N. E. by N.</i>	2-3				30.15	69	67	64		"	"	6	
5	0	0		<i>N. E. by E.</i>	<i>N. E. by E.</i>	2				30.16	69	67	64		"	"	8	
6	1	0	<i>Cloud</i>	<i>S. E. by S.</i>	"	0-1				30.16	68	67	64		"	"	8	
7	1	0	"	"	"	0-1				30.16	67	66	64		<i>b. c. m.</i>	"	7	
8	0	2	"	"	"	0-1				30.16	67	66	64		"	"	6	
9	0	0	<i>Slack</i>	<i>Surging to Ebb.</i>	<i>Calm</i>	0				30.15	68	64	62		<i>b. c.</i>	"	7	
10	0	0	"	"	"	0				30.15	68	64	62		"	"	9	
11	0	3	<i>Ebb</i>	<i>N. W. by N.</i>	"	0				30.15	68	64	62		<i>b. c. m.</i>	<i>une</i>	10	
Mid.	1	8	"	"	"	0				30.14	68	64	62		"	"	10	

under the command of

Commander Louis Kingsley
Monday, August 27

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and damp. Heavy dew. Light air from S.W.

N. T. Goldman
Ensign U.S.N.

From 4 to 8 A.M.

Fair. Misty horizon. Light air from S.W. and North. At 7.25 Essea to Flagship Introgatory 5455; Answered 904. Towed sail at 7.30. Lieut. Comdr. F. W. Allen U.S.N. and Chief Engineer E. J. H. Abghusht U.S.N. left the ship on two days leave each. Side very wet all the watch. Received in Dept. of Supplies and Accounts 76 lbs. bread, 95 lbs. each of beef and vegetables, all fresh.

J. P. Russell
Lieutenant U.S.N.

From 8 A.M. to Merid.

Cloudy. Light air and breeze from between S.W. and S.E. Rising barometer.

At 9.30 mustered at quarters. The following named men were reported absent without leave, viz: John Parker (Sea), William Dory (C.P.), J. O. Harman (D. 2 C.), J. L. Bennett (App. 3 C.), D. M. Gould (App. 3 C.), Jas. A. Barnett (C.P.), Leventis Chapp (C.P.). After quarters exercised divisions, 1st period at gun drill; 2nd period, Starboard watch, sails, Port watch, lead and log and compass. Awarded liberty money to apprentices. Lieutenant J. P. Russell, U.S.N., left the ship on two days leave. Temperature of magazines 70°-70° forward, 70°-69° aft.

George R. Evans,

Ensign U.S.N.

From Merid. to 4 P.M.

Cloudy and glassy. Gentle to moderate breeze from S.W. to S.E. by S. Barometer steady. Had drill as follows: from 1.30 to 2.15 starboard watch, instruction in sails and spars; port watch held lead and log. From 2.45 to 3.10 apprentices, all hands, gymnastics. At 3.10 stopped drill to pass down vessel clothes in Aldersons to signal fire Chicago. At 3.30 Chicago signalled full sail. Called all hands, full sail after which squared yards. The Chicago unhurled sails and set down topgallant yards.

N. T. Goldman
Ensign U.S.N.

From 4 to 8 P.M.

Fair. Calm and light air and breeze from S.E. by E. Barometer steady at 30.16. Received in Pay Department from Pay Inspector A. F. Henry, Flagship Chicago six 6 lbs. flour and one thousand lb. tinned meat. William Dory (C.P.) returned aboard, thirty five (35) home writings. J. Gordon (D. 2 C.) returning on board from liberty under the influence of liquor was confined for safe keeping by order of the Captain, kicking to the floor, nearly black water at end of watch.

George R. Evans,

Ensign U.S.N.

From 8 P.M. to Mid.

Clear and damp. Bright starlight. Heavy dew. Calm. Barometer steady. Turned to 211 at 9 o'clock.

N. T. Goldman
Ensign U.S.N.

Examined and found to be correct.

J. B. McIlton

Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Southampton Water, England.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Current, by symbols.	State of the Sea.	
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
Ship's head.																		
A. M.	Tidal current																	
1	1	5	Est.	N. W. by N.	Balm		0			30.14	65	64	62	b. m. w.	none		10	
2	1	2	"	N. W.	"		0			30.15	65	64	62	"	"		10	
3	1	0	"	"	"		0			30.15	65	64	62	"	"		10	
4	0	4	"	"	N. W.		1			30.16	65	64	62	"	"		10	
5	Surrounding to Bld.				North		0-1			30.16	62	61	59	"	"		10	
6	0	0	"	S. E. by S.	balm		0			30.16	59	58	57	b. f.	"		10	
7	0	9	Bld.	S. E.	"		0			30.17	60	59	58	"	"		10	
8	0	6	"	"	N. by E.		1-2			30.16	62	60	59	"	"		10	
9	Black.				"		1-2			30.16	63	62	60	"	"		10	
10	Surrounding to Est.				"		1-2			30.16	63	63	61	"	"		10	
11	0	6	Est.	N. W.	balm		0			30.16	64	64	63	"	"		10	
Noon.	1	4	"	N. W. by N.	"		0			30.17	67	65	64	"	"		10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 3 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

350 gallons

Water during the preceding 24 hours,

1800 "

Water remaining on hand fit for use at Noon,

tons 1100 lbs.

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

37 " 210 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	BAROMETER.	TEMPERATURE.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Current, by symbols.	State of the Sea.
1	0	6	<i>Est.</i>	<i>N. W. by N.</i>	<i>S. E.</i>	3			30.16	69	67	65	<i>b. m. cum.</i>	8
2	0	3	"	"	"	3			30.16	69	67	65	<i>cum. memb.</i>	6
3	<i>Black</i>			"	<i>S. W.</i>	2			30.17	69	67	65	"	3
4	<i>Surrounding to Bld.</i>			"	"	2			30.17	69	67	65	"	4
5	<i>Bld.</i>			<i>South</i>	<i>N. W.</i>	2			30.17	69	67	65	<i>cir. cum.</i>	4
6	<i>Black</i>			<i>S. E. by S.</i>	<i>S. W.</i>	2			30.17	69	68	65	"	3
7	<i>Black</i>			"	"	1-2			30.17	69	67	65	"	3
8	<i>Black</i>			"	"	2			30.17	69	66	64	"	9
9	0	4	"	"	<i>N. W.</i>	1			30.17	69	66	63	"	4
10	<i>Black</i>			"	"	1			30.17	65	65	62	"	9
11	<i>Est.</i>			"	"	1-2			30.17	64	64	60	"	9
Mid.	0	4	"	<i>N. W. by N.</i>	"	1			30.17	62	62	60	<i>f.</i>	2

under the command of

Commander Louis Kingsley
Tuesday, August 28

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and very damp, with haze around horizon. Calm and light air from S. Ship riding to the ebb tide.

W. B. Caperton,
Lieutenant U. S. N.

From 4 to 8 A. M.

Foggy. Calm and light northerly air. Rising barometer. J. F. Godwin (P. 21st cl.) having solved, released him by order of Commanding Officer. Received in Pay Department from the Extractors, 69 lb. bread, 86 1/2 lb. vegetables. Passed Ash Paymaster T. H. Hicks, U. S. N., left the ship on three days leave of absence.

F. J. R. Evans,
Ensign U. S. N.

From 8 A. M. to Noon.

Overcast and foggy. Light air to light breeze from N. by E. Barometer steady. At 9.30 mustered crew and apprentices at quarters and the following absences were reported, viz: John Parker (Sea), J. H. Bennett (App. 2c), T. M. Huns (App. 3c), J. A. Bennett (P. 1c), John Jollyfellow (Sea), and Chas. Schmidt (B. 12c). J. O. Freeman (P. 2cl) returned on board at 8 hours overtime. Leicester Mapp (P. 24 hours overtime). Placed J. F. Kalem (Sea) and A. M. Swan (B. 1c, Mr.) under charge of Master at Arms to await investigation for attempting to smuggle liquor on board ship. Placed on both deck under charge of Master at Arms for safe keeping, the following men, they being under the influence of liquor, F. Woods (B. 12c), L. O. Keefe (Sea), J. Dady (B. 10th cl). From 9.45 to 11.30 exercised apprentices in boat with oars. At 10.20 Chicago signalled 1087. Sent steam launch to Chicago at 10.25 in obedience to signal. Gunner's gang overhauled breech mechanism starboard 4" gun. Fetched magazine flood cocks and found them in working order. At 11.50 Chicago (gun wrenched) by order of the Admiral Biter Master Black will not be transferred to the Chicago. Signalled 1087. Temperature of magazines 70-71° forward, 65-66° aft. E. Schmidt (B. 12c) and J. F. Jollyfellow (Sea) were arrested on shore for disorderly conduct and were brought on board by an officer from the ship.

Ensign U. S. N.

From Noon to 4 P. M.

Clear to fair weather. Gentle to light breeze from S. E. veering to S. W. Black water at 3.00 clock and swinging to flood tide. 3rd and 4th parties apprentices had signals and marksmanship seaman'ship. Received on board one Bliss Patent Log complete.

W. B. Caperton,
Lieutenant U. S. N.

From 4 to 8 P. M.

Clear sky, misty around horizon. Light air to light breeze from S. W. Barometer steady. Released from confinement J. Dady (B. 10th cl), L. O. Keefe (Sea) and E. Mott (B. 11th cl), they having become sober and fit for duty.

N. A. Colman
Ensign U. S. N.

From 8 P. M. to Midnight.

Clear and damp until 11.30 when fog set in. Light air from S. W. Black water about 10. Swinging to ebb tide at 11.00 clock.

W. B. Caperton,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Moulton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*,
At anchor in *Portsmouth, Water, England*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Top of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
			<i>Tides Current</i>	<i>Ship's head</i>													
A. M.																	
1	0	4	<i>Ebb</i>	<i>N. N. W.</i>	<i>Balm</i>		0			30.17	62	62	60	<i>b. c. f.</i>	<i>cum. mist.</i>		9
2	1	5	"	"	"		0			30.17	62	62	60	"	"		3
3	1	2	"	<i>N. W. by S.</i>	"		0			30.17	61	61	59	<i>b. c. m.</i>	"		3
4			<i>Black Flood</i>	<i>Fanning</i>	<i>Chet</i>		1			30.17	60	60	58	"	"		5
5			<i>Flood</i>	<i>S. E.</i>	"		1			30.40	60	60	58	"	"		4
6			"	<i>East</i>	<i>N. by E.</i>		2			30.42	60	60	58	"	"		4
7	0	2	"	"	"		2			30.44	60	60	58	"	"		4
8	1	2	"	<i>S. E.</i>	"		2			30.45	60	60	58	"	"		4
9	2	0	"	"	<i>E. N. E.</i>		2			30.44	60	60	57	"	"		4
10	2	0	"	"	<i>N. N. E.</i>		2			30.44	60	60	57	"	"		4
11	2	0	"	"	"		2			30.44	60	60	57	"	"		3
Noon.	1	0	"	<i>Fanning to Ebb.</i>	<i>North</i>		2			30.42	60	60	58	"	"		3

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1500 "

Coal consumed during the preceding 24 hours,

tons — lbs.

Coal remaining on hand at Noon,

37 " 210 "

P. M.																			
1	1	2	Ebb	N. N. W.	North	2	30.32	65	65	60		b. c.	cum		3				
2	1	5	"	"	"	2-3	30.32	66	65	60		"	"		5				
3	0	5	"	"	N. N. E.	2	30.32	66	65	60		"	"		6				
4			Fanning to Flood	"	"	2	30.33	66	65	60		"	"		6				
5			Black	"	"	3	30.33	66	65	60		b. m.	none		10				
6			"	"	"	3	30.32	64	63	58		"	"		10				
7			"	"	"	1-2	30.32	63	62	57		"	"		10				
8			Flood	S. E.	"	1	30.32	62	61	57		"	"		10				
9			"	"	"	1	30.31	62	63	60		b.	"		10				
10			"	"	"	2	30.31	62	62	60		"	"		10				
11			Ebb	N. by E.	"	1	30.32	61	62	60		"	"		10				
Mid.			"	"	"	1	30.31	61	61	58		"	"		10				

under the command of *Commander Louis Kingsley*, U.S.Navy,
 Wednesday, August 29, 1894

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A.M.

Calm until....

of watch. Cloudy and damp.
 3.45. Moon rose at 3.00.

From 4 to 8 A.M.

Misty: cleaning towa....

Barometer rising. At 7 o'clock two coa....
 commenced putting coal aboard and sto....

From 8 A.M. to Merid.

Cloudy and hazy....

backing to North by end of watch. C....
 quarters; absent from ship over liberty,....
 (App. 3.c.) Leut the apprentices ashore....
 swinging to the ebb about 11.45. At 9.20....
 further orders". Receiv'd in Dept. Supple....
 Temperature of magazine 71°-70° forward

From Merid. to 4 P.M.

Light breeze from

at 3.30. At 3.20 H.M.S. "Australia" an....
 "Australia" exchanged boarding visits, and....
 visit to Flagship. The Royal Mail Steamer....
 Officer confined J. Daily (Sh. Cook 4th class....
 smuggle liquor on board through a
 at 4.00 having received on board 111 1860/2240....
 C. J. Habighurst, U.S.N., returned from leave....
under the influence of liquor. Draught....

From 4 to 8 P.M.

Clear and cool. Light....

"Australia" paid an official visit to the....
 By order of Commanding Officer released....

From 8 P.M. to Mid.

Light airs to....

ebb at 11.00. J.A. Barrett (C.P.) returned....
 Apprentices 3rd. class, returned on board, e....

Examined and found to be correct.

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LOG of the UNITED STATES

Ship *Essex*
At anchor in Southampton Water, England.

Third Rate,

				WIND.		BAROMETER. TEMPERATURE.							State of the Weather, by symbols.		Form of Clouds, by symbols.		Direction of Current, by symbols.		State of the Sea.	
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. air'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
Tidal current																				
A. M.																				
1	1	5	Ebb	N. by N.	N. by N.	1			30.32	58	60	58		b. m.	none	10				
2	1	7	"	"	"	1			30.32	58	60	58		"	"	10				
3	1	0	"	"	"	1			30.32	58	60	58		"	"	10				
4	0	3	"	N. by E.	"	1			30.32	58	58	57		"	"	10				
5	0	2	"	S. by E.	"	0-1			30.32	58	58	57		"	"	10				
6			Slack	S. E.	"	2			30.32	59	59	58		"	"	10				
7	0	5	Flood	E. S. E.	"	2			30.32	59	59	58		"	"	10				
8	0	8	"	S. E.	"	1			30.33	60	59	58		"	"	10				
9	0	9	"	"	Calms	0			30.34	66	66	63		"	"	10				
10	0	7	"	S. S. E.	"	0			30.34	66	67	64		"	"	10				
11	0	3	"	"	S. S. E.	3			30.34	66	68	64		"	"	10				
Noon.	0	1	"	"	"	3			30.34	66	68	64		"	"	10				

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"

Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , " 0 "

Water expended during the preceding 24 hours, 400 gallons

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1100 "

Coal consumed during the preceding 24 hours, 1 tons 300 lbs.

Coal remaining on hand at Noon, 37 " 1150

P. M.																
1			<i>Surging to Ebb</i>	<i>South</i>	3			30.34	66	67	64		b. m.	none	10	
2	1	0	<i>Ebb</i>	"	3			30.33	66	67	64		"	"	10	
3	2	5	"	"	3			30.33	67	68	64		"	"	10	
4	2	0	"	"	3			30.34	69	68	65		"	"	10	
5			<i>Surging to flood</i>	<i>S. S. E.</i>	1-2			30.29	67	67	63		b.	"	10	
6	0	4	<i>Flood</i>	"	1-2			30.27	67	66	62		"	"	10	
7	0	2	"	"	1			30.27	66	65	62		"	"	10	
8	0	1	"	"	0			30.27	66	64	62		"	"	10	
9	0	1	"	<i>S. E.</i>	<i>Calms</i>	0		30.26	65	63	61		b. w.	"	10	
10	0	1	"	"	0-1			30.25	64	63	61		"	"	10	
11	0	0	<i>Slack</i>	<i>Surging to Ebb</i>	0-1			30.24	63	63	61		"	"	10	
Mid.	0	0	"	"	0-1			30.23	63	63	61		"	"	10	

under the command of

Commander Louis Kingsley
Thursday, August 30

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and damp. Light air from N.W. Dr. Davies, W. C. Bailey, and W. B. Pasch, Apprentices' 3rd class returned on board 6 1/2 hours earlier.

Montgomery M. Taylor
Ensign U. S. N.

From 4 to 8 A.M.

Clear with haze around horizon and over land. Light air from N.W. During the flood tide about 6:30 A.M. the following apprentices' 3rd class returned on board 14 1/2 hours earlier: A. Barker, H. Kuchner, M. A. Brennan, A. W. Shaw and Geo. Kelly.

W. H. Capron
Lieutenant U. S. N.

From 8 A.M. to Noon.

Calm first half. Gentle breeze from S.W. last two hours. Clear and pleasant. Riding to flood tide. Mustered crew at quarters at 10:40. About over time, John Parker (Sea), J. B. Bennett (App 3 cl), and D. W. Hanna (App 3c). The Commanding Officer returned the official call of the Commanding Officer of R. M. S. Australia. Exercised the 1st cutter, 2nd cutter, whale boats, gigs and dinghies, color of apprentices under oars. At 9:40 Flagship wing-wagged. When will the Doctor's leave expire? Crew answered "1 P.M. Friday". At 10:30 wing-wagged to Flagship for permission to leave boat exercise. Flagship answered "Yes". Ensign J. F. Purcell, U. S. N., returned from leave. Temperature of mercury 70° 70° forward, 65° 66° aft.

Geo. R. Beach
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Bazy horizon. Gentle breeze from South. Exercised apprentices in boats under sail and oars. Commander Louis Kingsley U. S. N. returned from leave of absence.

J. F. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Light breeze to light air from S.W. until last hour then calm. Clear and pleasant. Tide turned flood at 5:00. At 5:50 Ensign signalled "Set 6:45". Flagship answered "Yes". At 6:00 sent down topgallant yards and topgallant masts. E. J. Shaw (Blacksmith), returned from leave.

Geo. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear. Falling dew. Calm. Occasional light air from N.E. P. A. Paymaster J. H. Hicks, U. S. N., returned from leave.

J. F. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Middleton
Lieutenant U. S. N. Navigator.

under the command of

Commander Louis Kingsley
Friday, August 31

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and bright starlight. Very light air from the N.E. Barometer about steady. Riding to the ebb, strength of current at 3.00 o'clock 2.0 knots.

George R. Evans,

Ensign U. S. N.

From 4 to 8 A.M.

Light air to gentle breeze from N.E. and N.N.W. Clear and misty. Tide turned flood at 5.00. At 7.25 Essex equalled "Int. 6144". Flagship assumed "Yes". At 8.30 Essex made "Int. 2983". Flagship assumed "Yes". Received on board in Day Dept. 69 lbs. bread, 86 1/4 lbs. beef, and 86 1/4 lbs. vegetables. At 8.00 crossed topgallant yards and sent up topgallant masts.

George R. Evans,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Bazy horizon. Light air from N.N.W. shifting to S.E. At 9.30 mustered at quarters, absentees without leave the same as yesterday, also G. J. Miller (Mech.) Exercised the apprentices in boats under oars. Overhauled belt mechanism of 4 inch guns and small arms. At 9.10 Flagship to Essex. The Admiral wishes to see the Commanding Officer on board at 10 o'clock. By order of Commanding Officer, Alex. W. Dean (Lt. J. R.) was detailed to Seaman and John F. Kallum (Cox) to Seaman, for smuggling whiskey on board. By order of same authority August Pedersen (Dr. Mr. 2 cl.) was rated 1st Dr. Mr. A. K. Johnson (Dr. Mr. 3 cl.) was rated 2nd Dr. Mr. 2 cl. and Otto Fehleuter (Seaman) was rated Dr. Mr. 2 cl. Temperature of magazines 70° 70° forward, 65° 66° aft.

J. H. Purcell,
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair weather. Light haze. Light air to gentle breeze from S.E. and S.S.E. Barometer falling. Received in Engineer's Department from the contractors Lancaster & Son, 207 gallons olive oil, 100 lbs. red lead, 12 water gauge glasses. Received in Equipment Department 20 gallons asphaltum and 36 Manhattan lamp chimneys. At 3.30 Flag made General Signal 2984. Piped down scrubbed and washed clothes. Sailing to the ebb first hour, drift 2.3 knots at 3.15. The American Line Steamer Berlin passed up Southampton Water at 3.00.

George R. Evans,
Ensign U. S. N.

From 4 to 8 P.M.

Clear. Bazy horizon. Gentle breeze from S.E., then light air from South to West.

J. H. Purcell,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear. Light air from the Southward first three hours, N.W. last hour. Steady barometer. Passed Assistant Surgeon G. B. Potter, U. S. Navy, reported his return from leave.

George R. Evans,

Ensign U. S. N.

Examined and found to be correct.

Approved
Louis Kingsley

Commanding.

J. B. McIlton,
Lieutenant U. S. N. Navigator

Ship Essex

At anchor in Southampton Water, England

				WIND.		BAROMETER. TEMPERATURE.											
Hour.	Knots.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.		Ther. at 6°.		Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Surface Sky, in fath.	State of the Sea.
									Air Dry Bulb.	Air Wet Bulb.	Air Dry Bulb.	Air Wet Bulb.					
Tidal Current																	
A. M.				Ship's head													
1	0	3	Ebb.	North	N. W.	1			30.16	65	64	63		b. m. w.	none	10	
2	0	5	"	N. by W.	"	1			30.16	63	62	61		"	"	10	
3	1	8	"	N. N. W.	"	2			30.16	61	60	60		"	"	10	
4	2	4	"	"	"	3			30.16	61	60	59		"	"	10	
5	2	0	"	"	N. E. by N.	3			30.16	61	60	59		"	"	0	
6	0	5	Chord	S. E.	"	3			30.25	61	60	59		f. w.	"	0	
7	0	5	"	"	"	3			30.30	61	60	59		"	"	0	
8	0	5	"	S. E. by E.	"	3			30.35	61	60	59		b. c. f.	cir. chas.	2	
9	0	5	"	E. S. E.	"	3			30.21	65	64	61		b.	none	10	
10	0	6	"	S. E.	"	3			30.20	65	65	62		"	"	10	
11	0	6	"	"	"	3			30.20	67	70	66		"	"	10	
Noon.			Black	"	"	3			30.19	70	74	68		"	"	10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons.

Water *received* during the preceding 24 hours,

2000 "

Water remaining on hand fit for use at Noon,

2400 "

Coal consumed during the preceding 24 hours,

1 tons 660 lbs.

Coal remaining on hand at Noon,

156 " 890 "

Making passage from Southampton, England to Havre, France

P. M.																
1	0	2	Ebb	North	North	1		30.19	70	70	65	b. o. z.	cir.	9		
2	0	4	"	N. W.	"	1		30.17	72	70	65	"	"	9		
3	0	5	"	N. W. by N.	"	1		30.17	72	70	67	"	"	9		
4				Standing down Southampton Water	E. S. E.	1		30.18	72	70	66	"	"	9		
5				Passing Isle of Wight	"	1		30.18	72	71	67	"	"	9		
6	5	2	0. 1/2	Exchange of Pilot	S. E.	2		30.16	67	66	65	drum.	none	10		
7	5	9	0. 2	Passing	"	3		30.16	66	67	65	f.	"	0		
8	5	0	4 9	Sly S 1/2 E.	"	3	0	0	30.17	66	65	63	"	"	0	
9	5	0	9. 0	Sly E.	"	3	0	0	30.19	66	64	62	"	"	0	
10	6	0	15. 0	"	"	4	0	0	30.17	64	62	60	b.	"	10	
11	6	0	20. 4	S. S. E.	"	4	0	0	30.17	64	61	60	"	"	10	
Mid.	6	5	26. 6	"	"	4	0	0	30.17	64	61	59	"	"	10	

under the command of

Commander Louis Kingsley
Saturday, September 1

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Bright starlight. Heavy dew. Light air to gentle breeze from N.W. Barometer steady.

N. A. Goldman
Ensign U. S. N.

From 4 to 8 A.M.

Foggy first three hours followed by clearing weather. Gentle breeze from N.E. by N.

J. H. Purcell.
Lieutenant U. S. N.

From 8 A.M. to Noon.

Foggy and pleasant. Gentle breeze from N.E. by N. Barometer falling. At 9.30 mustered and inspected crew at quarters and the following absented were reported, John Parker (Sea), J. H. Bennett (App 3 cl), and D. M. Keenan (App 3 cl) from Aug. 25. Packed up all bags and suspected boys clothing at quarters. At 10.50 made Sub. 4560 and Chicago answered "Up". Hoisted smoke stack and started fire in boilers A. B. and D. at 11.00 o'clock. Unhast moving elvins from starboard chain and vor off starboard cat and fish. Temperatures of magazine 75°-76° forward, 66°-65° aft.

N. A. Goldman
Ensign U. S. N.

From Noon to 4 P.M.

Foggy, pleasant weather. Light northerly air first three hours, S. E. by last hour. Barometer about steady. Making preparations for getting underway. Brought up port anchor. Hoisted in steam launch. Pilot came on board. Hoisted aft both lower funnels. At 3.30 made General Signal Interrogatory 4890, answered by flag in affirmative. Flag made International B. L. R. Answered International R. F. J. Bore in starboard chain judiciously at about 3.35. Working ship to the 5th tide. Draught of ship forward 14', 2", aft 16', 4". The R. B. L. Australia's paraded ground. Lined up apprentices forward and aft and saluted in acknowledgment. At end of watch standing down Southampton Water, with Pilot James Blyth on the bridge. Received from the U. S. F. S. Chicago the following named men with their bags and hammocks and necessary transfer papers, viz: - R. Dealy (Mach), P. Boyle (Stationer), B. Botney (C.P.), H. Davis (C.P.), J. M. Duggan (Mach), J. Kellie (C. 1 cl), J. Leary (C. 1 cl), J. Lopez (Order), W. M. Rids (Order), E. Nash (Ord. Sec.), and E. Walsh (New Att'd). Transferred to Chicago together with bags, hammocks and necessary transfer papers the following men, viz: - J. W. Caskey (Order), L. J. Miller (Mach), J. Banitt (C.P.) and W. Dory (C.P.) The latter pilot came on board for passage to Havre.

George R. Evans
Ensign U. S. N.

From 4 to 6 P.M.

Foggy and pleasant. Light to gentle S.E. breeze. Standing out of Southampton Water under cover of pilot with steam in boilers A. B. and D. At end of watch off measured mile with steam in boilers A. B. and D. Appointments as usual. Average steam 55 lbs. Revolutions 32.5.

N. A. Goldman
Ensign U. S. N.

From 6 to 8 P.M.

Foggy. First hour standing out from Spithead pilot on the bridge. At 7.00 took departure with Northlight ship bearing (mag) E 7/8 S. distant 7 1/2 miles. Watch log reading 2 lb. At 7.00 P.M. Pilot left at 6.50 receiving 17.50 on Northlight.

George R. Evans.

Ensign U. S. N.

From 8 P.M. to Midnight.

Foggy first hour, clearing during latter part of watch. Gentle to stiff breeze from S.E. Barometer falling slightly. At 8.50 changed course to S.E. by N. by using 9. Changed course to N. returned for about 4 minutes to avoid sailing vessel, twice during watch and was to return. Passed many steamers and sailing vessels during watch. At end of watch, 12 o'clock changed course to S. by E. 1/2 S. with steam under boilers A. B. and D. Appointments as usual. Average steam 55. Average Revolutions 39.9.

N. A. Goldman
Ensign U. S. N.

J. B. Minton,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Southampton, England, to Havre, France.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.	34	6															
1	4	0	30.0	S by E 1/4 E.	SE.		3-4			30.17	63	62	59	b.c.	cum.	3	
2	4	0	34.0	"	"		3-4			30.17	63	61	59	b.	none	10	
3	5	0	38.6	"	"		4			30.15	63	61	59	"	"	10	
4	5	0	43.4	"	"		4			30.15	62	61	59	"	cir. cum.	10	
5	5	5	48.6	"	E. by N.		4			30.15	62	61	58	b.c.	cum. mist.	4	
6	5	7	54.2	"	"		4			30.15	63	61	58	"	"	4	
7	6	0	60.1	"	"		4			30.15	63	61	58	"	"	4	
8	4	7	64.7	S 3/4 E.	"		4			30.15	63	61	58	"	"	4	
9			Standing in for Havre	East	"		2			30.14	64	63	59	b.c.m.	cir. cum.	5	
10			Reins	"	"		2-3			30.12	66	64	61	"	"	6	
11			"	"	"		2			30.11	68	67	63	"	"	6	
Noon.			Moved to Dock.	"	"		2			30.10	69	68	64	"	"	7	

82. Distance run by Patent Log.

Course and distance made good since preceding noon by observations,

	Latitude by D. R.	knots.	tenths.
	Longitude by D. R.	0	"
Position at Noon:	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

4 00 gallons.

Water

during the preceding 24 hours,

2 000 "

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

9 tons 275 lbs.

Coal remaining on hand at Noon,

147 " 615 "

Moved to Wharf in Bassin de l'Est, Havre, France.

P. M.																		
1			Moved to Dock	E. S. E.	3					30.13	70	68	64	b.c.	circ. cum.	2		
2			"	"	3					30.09	71	69	64	"	"	2		
3			"	"	3					30.05	71	69	65	"	"	2		
4			"	"	3					30.02	71	69	65	b.c.d.	cum.	2		
5			"	"	3					30.00	70	69	66	b.o.	"	2		
6			"	"	3					29.97	70	69	66	"	circ. cum.	2		
7			"	"	2					29.97	69	69	66	"	"	2		
8			"	"	2					29.95	68	68	65	"	"	2		
9			"	"	2					29.95	67	67	64	b.m.t.l.	none.	10		
10			"	"	2					29.94	67	67	64	s.c.v.	unb.	0		
11			"	"	3-4					29.91	66	66	63	s.c.t.l.p.	"	0		
Mid.			"	"	3-4					29.88	65	64	62	s.c.t.l.	"	0		

under the command of

Commander Louis Kingsley
Sunday, September 2.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and cool. Gentle to moderate breeze from S.E. Ship on course S. by E $\frac{1}{4}$ E. (p.c.) under steam alone. Several sails in sight during watch. Average steam 55 lbs. Revolution 39.

W. A. Caperton
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair. Moderate to gentle breeze from E. by S. Steady barometer. Course S. by E $\frac{1}{4}$ E. At 7.35 sighted high lands on port bow; at 7.40 St. August light bore (mag) E $\frac{1}{4}$ S. At 7.45 Patent log reading 64.7, changed course to S $\frac{1}{4}$ W. Pilot on the bridge. Average number revolutions, 42.7. Average steam pressure, 55 lbs.

George H. Evans,

Ensign U. S. N.

From 8 A.M. to Onward.

Bazy but pleasant. Gentle to light breeze from East. Barometer falling. At 9.30 mustered at quarters and the following absences were reported:—John Parker (Sail), J. B. Bennett (App. 30), D. M. Hume (App. 30), from Aug. 25. Standing in to Lave, course variance changed by direction of Pilot. At 9.48 stopped ship and lowered port life boat to pick up cap. At 9.56 hoisted boat and started ahead. At 10.30 clock started ahead full speed and at 10.51 called all hands bring ship to anchor. On entering the harbor, a harbor pilot came aboard and brought the ship to anchor in Basin de l'Esne. Not hit two lines astern to moorings astern. Temperature of magazines 70° 70° forward, 66° 65° aft. Draft of ship 14 feet forward, 16 feet 4 inches aft.

J. P. Coleman
Ensign U. S. N.

From Onward. to 4 P.M.

Cloudy and cool with light drizzle of rain last hour. Gentle breeze from S. E. E. But liberty party on shore at 1.30 P.M. All birds fire to die out under orders of L. and D. Ensign H. Evans, left the ship on their days leave of absence.

W. A. Caperton
Lieutenant U. S. N.

From 4 to 8 P.M.

Misty, but pleasant. Gentle to light breeze from S. E. E. Barometer falling.

J. P. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Clear first hour; cloudy with rain and showers and lightning and thunder to the 3d and 4th the remainder of watch. Barometer falling slowly.

W. A. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Caperton,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex

Third Rate,

Moor'd to Dock in Bassin de l'Ence, Havre, France

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1				Moor'd to Docks.	SE.	2		29.85	65	65	63		o. c. t. h. p.	unib.	0	
2				"	"	2		29.84	65	64	63		b. c.	"	0	
3				"	"	2		29.80	65	65	63		o. c. t. h.	"	0	
4				"	"	1		29.80	65	64	63		o. c.	"	0	
5				"	N. E.	3-4		29.80	65	64	63		b. c. g.	"	2	
6				"	"	3-4		29.81	66	65	63		"	"	1	
7				"	"	3-4		29.82	66	65	63		"	"	2	
8				"	"	3-4		29.82	66	65	63		"	"	1	
9				"	"	3		29.87	66	66	64		"	unib.	1	
10				"	S. E.	2-3		29.87	66	65	63		b. c.	"	1	
11				"	"	2-3		29.87	65	64	61		"	"	1	
Noon.				"	S. E. by N.	2-3		29.87	64	63	60		o. c.	"	1	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

 Longitude by D. R. 0 " "

 Latitude by observations of ☉ 0 " "

 Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

 Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

 Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1600 "

Coal consumed during the preceding 24 hours,

tons 700 lbs.

Coal remaining on hand at Noon,

146 " 2185 "

P. M.																			
1					Moved to Dock	N.E. by N.	2-4	29.73	63	62	59				b.c.	unib.	1		
2					"	"	2-4	29.73	63	62	59				"	"	2		
3					"	S. E.	3	29.75	61	61	58				"	"	3		
4					"	S.E.	3-5	29.75	61	60	58				"	"	2		
5					"	"	3-4	29.90	61	60	58				b.c.g.	"	2		
6					"	"	3-4	29.92	61	60	58				"	"	2		
7					"	"	2	29.92	61	60	58				b.c.	"	1		
8					"	"	2	29.92	61	60	58				"	"	1		
9					"	"	2	29.95	60	59	57				"	"	1		
10					"	"	2	29.95	59	59	56				"	"	1		
11					"	"	2	29.95	59	58	56				"	"	1		
Mid.					"	"	2	29.96	59	58	56				"	"	1		

under the command of

Commander Louis Kingsley
Monday, September 3,

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light breeze to light air from S.E. Overcast, with heavy rain squall first and third hours, accompanied by thunder and lightning.

Geo. R. Crain
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy and damp. Gentle to moderate breeze from N.E.W. Barometer rising. Received on board in Dept. of Supplies and Accounts the following fresh provisions 97½ lb. meat, 78 lb. bread, 97½ lb. vegetables. Liberty party returned on board.

N. P. Lockman
Ensign U.S.N.

From 8 A.M. to Merid

Cloudy, damp and cool. Light to gentle breeze from N.E.W. evening to N.N.E. and N.E. by N. last hour. Mustered at quarters at 9.30 and the following men were absent without leave: John Parker (Sea), J. L. Bennett (App 3.e), and D. M. Keena (App 3.c). At 9.45 crossed rebel yards after which broke out and cleared out for hold. By order of Commanding Officer placed E.W. Hickok (Dr. Mr. 1.c.) in single room for three days, for being absent without leave and drunk on board ship. Temperature of magazines 71° 76° forward, 67° 67° aft.

W. R. Paperton
Lieutenant U.S.N.

From Merid to 4 P.M.

Light to stiff breeze from N.E. to N.N.E., blowing in squalls last hour. Partly cloudy and cool. Sent a liberty party of men and apprentices ashore. Restored for hold.

Geo. R. Crain
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy, squally, and threatening weather. Moderate squalls from N.E. first two hours; light breeze last two hours of watch. Passed Asst. Paymaster F. H. Hicks left the ship on two days leave of absence.

W. R. Paperton
Lieutenant U.S.N.

From 8 P.M. to Mid.

Light breeze from N.E. Cloudy and cool. C. A. Wilson (App 3.e) returned 3 hours overdue.

Geo. R. Crain
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Melton,
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Moved to Dock in Basin de l'Éure, Havre, France.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry.	Air, Wet.	Wet Bulb.				
A. M.																
1				<i>Moved to Dock</i>	<i>N.E.</i>	2		29.97	59	59	55		<i>b.c.</i>	<i>cin. str.</i>	8	
2					"	2		29.98	59	59	55		"	"	9	
3					"	2		29.99	59	59	55		"	"	9	
4					"	2		30.00	59	59	55		"	<i>cin. cum.</i>	9	
5					"	2		30.00	59	59	55		"	<i>cin. str.</i>	4	
6					"	2		30.00	59	59	55		<i>b.c. mod.</i>	"	2	
7					"	2		30.05	59	59	55		<i>b.c.</i>	<i>cin. cum.</i>	2	
8					"	2		30.07	59	59	55		"	"	1	
9					"	2		30.09	59	57	55		<i>c. d.</i>	"	0	
10					"	2		30.10	59	57	55		"	"	0	
11					"	2		30.10	59	58	56		"	"	0	
Noon.					<i>N.E.</i>	2		30.10	60	58	55		"	"	0	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1200

Coal consumed during the preceding 24 hours,

tons 1530 lbs.

Coal remaining on hand at Noon,

146 " 620 "

P. M.																
1				<i>Moved to Dock</i>	<i>N.E.</i>	2		30.11	61	58	54		<i>b.c.</i>	<i>cum.</i>	2	
2				"	"	2		30.11	60	57	55		"	<i>cin. cum.</i>	4	
3				"	"	2		30.11	60	59	55		"	"	4	
4				"	"	2		30.11	60	59	55		"	"	4	
5				"	"	2		30.11	60	59	55		"	"	4	
6				"	"	2		30.11	60	59	55		"	"	5	
7				"	"	2		30.11	60	59	55		"	"	5	
8				"	<i>N.E.</i>	2		30.11	60	58	55		"	"	5	
9				"	"	1		30.12	59	58	55		<i>b.</i>	<i>cum.</i>	18	
10				"	<i>Calm</i>	0		30.12	59	58	56		"	"	10	
11				"	"	0		30.12	59	58	55		"	"	10	
Mid.				"	<i>N.E.</i>	1		30.12	59	57	54		"	"	10	

under the command of

Commander Louis Kingsley
Tuesday, September 4.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Light breeze from N.E.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy and cool, with light drizzling rain first part. Light breeze from N.E. At 8 A.M. looked still to dry. Received on board in Dept. Supplies and Accounts for issue to crew 78 lbs bread, 97 1/2 lbs fresh beef, and 97 1/2 lbs vegetables.

W. R. Caperton
Lieutenant U.S.N.

From 8 A.M. to Noon.

Light breeze from N.E. and N. N.E. Overcast and cool, with drizzling rain first two hours. Mustard cans all gaskets at 9.30. Absent without leave: John Parker (Boat), J. H. Bennett (App 30), D. M. Hanna (App 30), C. A. Schuck (App 30), and Patrick Kay (Lds). At 9.00 fished sail. Examined apprentices at signals and hearing the lead. Tested magazine float cocks and found them in working order. Temperature of magazine forward 71° 71/2°, aft 67° 67 1/2°. Patrick Kay Lds. returned 2 1/2 hours overtime. Received an official visit from the Deputy Captain of the port. The Commanding Officer, accompanied by Ensign Taylor, paid an official visit to the port Authorities.

Geo. R. O'Connell
Lieutenant U.S.N.

From Noon to 4 P.M.

Cloudy to fair. Light breeze from N. N.E. Sent liberty party ashore of men and apprentices. The "Commissaire de la Marine" paid an official visit to the Commanding Officer. Instructed apprentices remaining on board in hearing the lead.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Light breeze from N. N.E. and N.E. Fair and cool.

Geo. R. O'Connell
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Calm middle part. Light air and breeze from N.E. and N. N.E.

J. H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U.S.N. Navigator

under the command of

Commander Louis Kingsley
Wednesday, September 5

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and cool. Bright starlight. Third light from N. N. E.
T. H. Gray (App. 3.0.) and F. C. Parslow (App. 3.0.) returned on board 6 hours over liberty
and L. A. Flocks (App. 3.0.) returned on board 30 hours over liberty.

W. R. Caperton,
Lieutenant U. S. N.

From 4 to 8 A.M.

Light airs from N. N. E. and calm. Cloudy and cool. Dressed sail at 7.40.
Received on board in Pay Dept. 78 lbs. bread, 97 1/2 lbs. beef and 97 1/2 lbs. vegetables.

George R. Evans,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Bazy horizon. Calm to light airs from N. N. E. At 9.30 mustered at
quarters. Absent without leave Peter Ross (P.M. Mate), John Parker (Sea), J. L. Bennett (App. 3.0.) and
D. M. Keena (App. 3.0.) By order of Commanding Officer, John Parker (Sea), J. L. Bennett (App. 3.0.) and
D. M. Keena (App. 3.0.) who declared deserters having been absent on liberty since August 25. Examined
apprentices as follows: 1st Division, Infantry, 2nd Division, Single sticks and 3rd Division, Pistols.
Instructed the apprentices of 2nd Division in hearing the lead after drill. Commanding Officer accompanied by
Ensign M. W. Taylor U. S. N. paid an official visit to the Mayor and Prefect. Ensign G. R. Evans U. S. N.
returned from leave of absence. Temperature of magazines 70° 70° forward, 66° 66° aft.

J. H. Purcell,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy. Light to gentle breeze from West to N. N. E. Barometer unsteady. At
1.00 faked sail and back gear.

George R. Evans,
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy to fair. Light airs to gentle breeze from East then calm. Received on board
in Equipment Dept. 1 barrel lime and in Construction 90 litres alcohol and 22 litres turpentine.
Ensign G. J. Coleman U. S. N. returned from leave of absence.

J. H. Purcell,
Lieutenant U. S. N.

From 8 P.M. to Mid.

Fair. Calm. Steady barometer. Peter Ross P.M. Mate, returned on board 17 hours
over time.

George R. Evans,
Ensign U. S. N.

Examined and found to be correct.

J. B. Melton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Moved to Dock in Bassin de l'Eure, Caen, France; Making passage to Southampton, England.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Currents, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. air'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.				Moved to Dock.	N.E.	1		30.19	58	56	54	b.c.	uncl.		3
1				"	"	1		30.15	56	56	54	"	"		3
2				"	Calu	0		30.11	56	56	54	b.c.t.b.	"		1
3				"	"	0		30.10	59	56	54	c.v.b.	"		0
4				"	S. by E.	2		30.10	58	56	54	b.c.p.t.	"		2
5				"	"	3		30.10	58	56	54	"	"		2
6				"	S. by E.	3		30.10	58	56	54	"	cumul.		1
7				"	W. by N.	4		30.10	58	56	54	"	"		1
8				"	W. by E.	2		30.13	55	55	52	b.c.p.	"		1
9				"	"	2		30.13	57	56	53	"	"		1
10				"	"	1		30.13	57	57	54	"	"		2
11				"	"	1		30.14	58	57	54	b.c.p.	"		2
Noon.				"	East	1									

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by D. R. from Departure	49° 58' N.	"
Longitude by	0° 20' W.	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons

Water received during the preceding 24 hours,

2200 "

Water remaining on hand fit for use at Noon,

2600 "

Coal consumed during the preceding 24 hours,

1 tons 1040 lbs.

Coal remaining on hand at Noon,

145 " 1225 "

P. M.															
1				Leaving Harbor	East	2		30.14	59	58	53	b.c.p.	cum. uncl.		4
2				Standing out from Caen.	N. by E.	3-5		30.14	60	59	50	b.c.	"		5
3	5	2	82.9	Change	"	3-4		30.15	60	59	50	"	cum.		6
4	1	0	87.4	N. by E.	North	3		30.16	60	59	50	"	cum. uncl.		3
5	4	9	93.3	"	"	3-4		30.16	60	59	54	"	"		2
6	5	4	98.7	"	N. by E.	5		30.19	59	58	53	b.c.p.	"		3
7	5	0	3.3	"	North	3-4		30.18	59	57	53	b.c.	cum.		6
8	4	6	7.9	"	"	3		30.19	60	57	53	"	"		8
9	4	0	11.9	"	"	3		30.20	60	58	53	"	cum. uncl.		8
10	5	1	16.8	"	"	3		30.20	60	59	55	"	"		8
11	3	2	20.0	"	"	3		30.20	60	58	54	"	"		8
Mid.	4	2	24.2	"	"	3		30.20	59	58	54	"	"		9

under the command of

Commander Louis Kingsley
Thursday, September 6

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy, with rain during last hour. Balm to light air from N.E.
Barometer falling. Thunder and lightning at times.

N. D. Goldman
420 Ensign U. S. N.

From 4 to 8 A.M.

Cloudy to fair. Passing clouds accompanied by thunder and lightning. Light to moderate breeze from N.E. to N. by N. Received in Dept. of Supplies and Accounts the amount and quality of fresh provisions as yesterday. Started fire under boilers A, B, and D at 8 o'clock.

J. H. Purcell
40 Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudy, damp with light rain occasionally. Light breeze from N. by N. to E. by S. At 8.20, three men to N. P. coming out from Eastward last hour. Tied lines astern and hauled stern into dock for purpose of landing live on board. Received in Pay Department 2200 gallons fresh water (9.9 tons). At 10.00 mustered at quarters. By order of the Captain released from confinement E. B. Becker D. No. 10, his term of confinement having expired. Received an official visit from the Mayor of Havana brought the chain to the capitan. Temperature of magazines 70°-70° forward, 67°-67° aft. George J. Lyman was enlisted on board as Steward for three years.

George R. Evans,

420 Ensign U. S. N.

From Merid. to 4 P.M.

Partly cloudy, clear horizon. Light to stiff variable breeze from E. by N. Barometer rising. At 12.26 called all hands under ship: at 12.40 hoisted in to 10 fathoms and under direction of Harbor Pilot Michel Gynn, hon. in chains and lines, started ahead with engines at 1 o'clock and at 1.15 passed out of the harbor of Havana. At 1.40 Pilot left the ship and then steered various courses under command of commanding officer till 2.27 when took departure, whistling bang on starboard horn, distant 100 yards and set course N. 1/4 E. (p.c.) patent log reading 80.3. At 3.45 took camp light on E 1/4 S. and de la Havana by E 3/4 S. changed course to N 1/2 E. patent log reading 87.4. At end of watch steaming on course S 1/2 E. with fire under boilers A, B, and D. Average steam 55 lb. Revolution 33.8 Apparent at the wheel.

N. D. Goldman
420 Ensign U. S. N.

From 4 to 8 P.M.

Fair part cloudy, raining with a stiff breeze between 5.00 and 6.00. At end of watch bright starlight. Rising barometer. Course N 1/2 E. Under steam alone. Average steam pressure 55 lb. Revolution 36. At about 7.40 dropped Inquest Point light bearing (p.c.) about S.E. by S.

George R. Evans,

420 Ensign U. S. N.

From 8 P.M. to Merid.

Partially cloudy, clear horizon, distant lightning. Gentle breeze from North Barometer steady. Last sight of revolving light of Havana at 10 o'clock. Lighted no other lights during watch. At end of watch under steam in boilers A, B, and D on course N 1/2 E. Apparent at wheel. Average steam 55 lb. Average revolution 35.4

N. D. Goldman
420 Ensign U. S. N.

Examined and found to be correct.

J. B. McAllen,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Larr, France to Southampton, England, and at anchor in Southampton, Water.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 5'.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																	
1	4	7	28.9	N. by E.	North		2-3			30.23	58	57	53	b. c.	cir cum.	9	
2	4	4	33.3	"	"		2-3			30.23	58	57	53	"	"	9	
3	4	5	37.5	S. by E.	"		2-3			30.23	57	56	52	"	"	9	
4	3	9	43.8	N. by E.	"		2-3			30.23	56	55	51	"	cum.	8	
5	6	3	49.8	S. N. by E.	S. E.		3			30.21	56	55	51	"	"	7	
6	5	9	55.7	Passing	"		3			30.21	55	54	50	"	"	6	
7	5	7	61.4	"	"		3			30.22	55	54	50	"	"	6	
8	5	9	67.3	"	"		3			30.23	54	53	50	"	"	4	
9	At anchor			N. by E.	"		3			30.23	58	55	53	"	cir cum.	2	
10	Ebb			"	"		3			30.24	59	56	53	"	"	6	
11	0	2	"	N. E. by E.	N. E.		3			30.24	60	57	53	"	"	3	
Noon.	0	2	"	"	"		3			30.24	60	58	54	"	cum.	3	

90.4 Distance run by Patent log

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Latitude by	0	"
Position at 8 A. M. Longitude by	0	"
Latitude by	0	"
Position at 8 P. M. Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2400 "

Coal consumed during the preceding 24 hours, 8 tons 550 lbs.

Coal remaining on hand at Noon, 137 " 675 "

P. M.																	
1		Flack	N. by E.	N. E.	3-4	30.23	63	60	54	b.	cum.	3					
2	0	4	Ebb.	"	4	30.20	63	60	53	"	"	3					
3	0	5	"	"	4	30.20	64	61	53	"	"	4					
4	0	3	"	N. E.	N. E.	4-5	30.20	63	60	53	"	"	4				
5	0	3	"	"	5	30.19	61	59	53	"	"	5					
6	0	2	"	N. E. by E.	N. E. by E.	5	30.18	60	59	53	"	"	4				
7	0	2	"	"	N. E. by E.	4	30.19	60	59	53	"	"	5				
8	0	3	"	"	"	3	30.19	60	56	52	"	"	7				
9	0	3	"	"	"	3	30.17	59	56	52	"	"	3				
10	0	2	"	N. by E.	"	3-4	30.15	58	55	53	"	"	2				
11	0	2	"	N. E.	"	2	30.14	59	55	53	O.	sunb	0				
Mid.	0	2	"	"	"	1	30.13	59	55	53	O. c. n.	"	0				

under the command of

Commander Louis Kingsley
Friday, September 7

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and cool. Light to gentle breeze from North Under steam alone on course N. $1/2$ E. (p.c.) until 2.55 when commenced to change it flow time to time until 4.0 clock when it was changed to N. N. E. $1/2$ E. (p.c.) At 3.0 clock sighted Over Light ship bearing about North (mag.) Several steamers in sight during watch. Average steam 55 lb. Average revolutions 36.

W. H. Chapman,
Lieutenant U. S. N.

From 4 to 8 A. M.

Fair. Gentle breeze from N. E. Rising barometer. Ship under steam alone steering course N. N. E. $1/2$ E. until 5.10 when changed to N. N. E. $3/4$ E. Put out fog 50 f. At 4.42 sighted Ab Lightship about 1 1/2 pts. port bow Put out fog 48 f. At 4.22 had Over Light abeam Abreast of Ab Lightship at 5.50 and took pilot on board at 6.30; steering various courses standing up channel toward Spithead, pilot on the bridge. Made preparations for port.

George Reeves,

Ensign U. S. N.

From 8 A. M. to Merid.

Fair and cool. Partly cloudy. Gentle breeze from N. E. to N. W. Barometer steady. During first hour of watch standing in to anchorage in Southampton Water. Obtained permission from the Chicago to anchor and to bank fire. At 8.30 called all hands being ship to anchor. At 8.55 let go starboard anchor in 5 fathoms water, run to 30 fathoms, secured chain; hauled fire. Hoisted out steam launch. Commanding Officer paid an official visit to the Chicago. Residing Officer from H. M. S. Australia paid an official visit to this ship and extended usual courtesies. The visit was immediately returned by an officer from this ship. Made Interrogatory 6144 and Chicago answered yes. At 9.30 used topgallant yards. Banked fire under boilers A. C. and D. Health officer visited ship and granted pratique. Temperature of magazines 71° 71° from 66° 65° aft. Draught of ship 13 feet 11 inches forward, 16 feet 2 1/2 inches aft. Received on board from the U. S. S. Chicago for transportation to the United States, Benjamin Bailey (Machinist).

From Merid. to 4 P. M.

Partly cloudy weather. Gentle to moderate breeze from N. E. and N. W. Making preparations for sea and getting ready to receive coal. Black water about 1.0 clock; sawing to the ell about 1.20 P. M. Commenced distilling at 2.30 with fire banked under boilers A. C. and D.

W. H. Chapman,
Lieutenant U. S. N.

From 4 to 8 P. M.

Partly cloudy and cool. Stiff to gentle breeze from N. E. to N. W. by N. Barometer falling. At 6.50 received on port side one coal lighter and hands from lighter commenced coaling ship. Hoisted in steam launch. Banked fire under boilers A. C. and D.

W. F. Colman,
Ensign U. S. N.

From 8 P. M. to Mid.

Cloudy with rain last half hour. Gentle breeze from N. E. falling light latter part of watch. Coaling ship from schooner on port side. Ebb tide. Distilling with fire banked under boilers A. C. and D.

W. H. Chapman,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlroy,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

At anchor in Southampton Water and off Yarmouth, England. Making passage to Madras.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Current, by 1/2 miles.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 1/2.	Air by Dry Bulb.	Air by Wet Bulb.	Water at Surface.					
A. M.																			
1	0	2	Ebb.	West	N. N. W.		2			30.11	59	56	54			o. c. d.	numb.	0	
2			Black	W. N. W.	West.		3			30.06	59	56	54			"	"	0	
3	0	2	Flow	S. W. N.	"		4			30.02	58	56	53			o. d. g.	"	0	
4	0	2	"	W. N. W.	"		3-4			29.99	59	55	54			"	"	0	
5	0	4	"	N. W. N.	"		4			29.93	59	55	54			"	"	0	
6			Standing out of Southampton Water at anchor	Rawson's	"		4			29.89	59	55	54			"	"	0	
7			"	"	"		4-5			29.88	59	55	54			"	"	0	
8			"	"	"		5			29.87	59	55	54			"	"	0	
9			"	N. E.	N. E.		4			29.90	54	53	52			b. c. n. g.	"	1	
10			Setting underway	"	N. N. E.		4			29.94	56	55	54			b. c.	"	2	
11			Pressing the needles	"	"		4			29.98	58	57	56			"	"	3	
11.15 Noon.	5	1	72.88 77.9	"	N by W.		4			30.02	58	55	52			"	cum. numb.	4	

5.1 Distance run by log.

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Latitude by	0	"
Longitude by	0	"
Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

600 "

Water remaining on hand fit for use at Noon,

2600 "

Coal consumed during the preceding 24 hours,

4 tons 1610 lbs.

Coal remaining on hand at Noon,

172 " 1785 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 1/2.	Air by Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Current, by 1/2 miles.	State of the Sea.
1	7	6	32.8	West	N. by W.	4	0	0	30.03	59	57	53		b. c.	cum. numb.	4	P
2	7	4	40.7	N. by W.	N. N. W.	5	0	0	30.06	59	57	54		"	"	6	"
3	7	3	48.0	"	"	5	0	0	30.07	60	58	54		"	"	6	"
4	7	0	56.0	"	"	5	0	0	30.08	60	58	53		"	"	6	"
5	7	0	63.6	"	"	5	0	0	30.10	61	59	54		"	"	6	"
6	9	0	73.5	"	"	5	0	0	30.15	61	59	52		"	cum.	7	"
7	7	2	81.5	"	"	5	0	0	30.15	60	58	54		"	"	8	"
8	7	8	90.0	"	"	5	0	0	30.15	59	58	54		"	"	9	"
9	8	4	98.5	"	"	5	0	0	30.20	57	56	52		"	"	9	"
10	8	4	6.9	N. by S.	"	4	0	0	30.23	57	56	52		"	"	9	"
11	8	3	15.2	"	"	3-4	0	0	30.24	56	55	51		"	"	9	"
Mid.	8	2	23.6	"	"	3-4	0	0	30.25	56	55	51		b.	numb.	10	"

95.7

4-505

under the command of

Commander Louis Kingsley
Saturday, September 8

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light to moderate breeze from N. & N.W. and West, blowing in puffs last two hours. Overcast with drizzling rain. Barometer falling. Tide turned flood at 2.00. At 2.30 finished coaling ship having received on board in Equipment Dept. 40 $2\frac{1}{2}$ 40 tons of coal. Bunked fires in boilers A. B. and D. Distilling.

Geo. R. Beach

From 4 to 8 A.M.

Overcast and squally. Moderate to stiff breeze from West, increasing. Barometer falling. At 5.10 called all hands up anchor. Received permission from Chicago to get underway. At 5.35 under way up and went ahead with engine standing out of Southampton Water under cover of pilot James Dwyer. Draught of ship 14 feet, 4 inches forward, 16 feet inches aft. At 8 o'clock came to anchor off Livingston to wait for the weather to clear up. Bearings of anchorage Light House, Hunt Brothers W. S.W. $1\frac{1}{2}$ N., end of pier Hamworth S. $3\frac{1}{4}$ E., Ship's head N.E. (all p.c.). 5 fathoms water; 45 fathoms chain, same draught as before. Bunked fires at 8 o'clock under boilers A. B. and D.

Geo. R. Beach
Lieutenant U.S.N.

From 8 A.M. to Noon.

Generally cloudy, with rain squalls first hour. Moderate breeze from N.E., backing to N. by N. by end of watch. Made preparations for getting underway and at 9.45 hove up anchor and stood out of harbor with the Pilot at the con under steam alone. At 10.20 crossed royal yards and hove all staysails. At 11.00 discharged pilot and set course West (p.c.); put on patent log at 11.05 and took departure from Needle Light House bearing E. $1\frac{1}{2}$ S. (p.c.) and Sound Point Upper Light House E. S.E. (p.c.) At 11.20 made sail to topsails except mainmast; at 11.40 set for topmast staysail and main topsail and at 11.45 set main and mizzen topmast staysails. At end of watch ship under steam, topsails, foreail jib, for, main and mizzen topmast staysails, main topsail and spritsail on her course West (p.c.). Ship's draft 16' 5" aft and 14' 2" forward. Average steam 55 lbs. Average revolution 43. Temperature of mercury 70-70° forward, 66-65° aft.

W. H. Caperton

From Noon to 4 P.M.

Moderate to stiff breeze from S. by N. and S. & N.W. Fair, cool and pleasant. Smooth sea. By order of the Commanding Officer made the following changes in the crew: at 1.05 to N. $1\frac{1}{2}$ S.; at 1.25 N. $1\frac{1}{2}$ S.; at 3.12 N. $1\frac{1}{2}$ S.; at 3.46 N. by N. posted log reading 54.1. At 1.05 Wind Light House was ahead, distant 1.8 miles. The Plamable Light ship was ahead at 3.42. Bunked topsails at 1.50 and shifted main topsail. At end of watch under steam, foreail and for and aft sail except flying jib. Being under A. B. and D. Exchanged salutes with the American liner New York standing to the N.W. at 3.20. At end of watch few chances in eight or ten feet quarter standing to the N.W. Sailed at anchor, the clothing and bedding of D.M. Jones (App. 3.0) J. H. Bennett (App. 3.0) and J. Parker (Lead) despatched. Ammunition analyzed 33.30. Average steam 55 lbs. Revolution 43.3. Apprentices at the wheel.

Geo. R. Beach

From 4 to 8 P.M.

Clear. Stiff breeze from S. & N.W. Hazy. Under foreail and for and aft sail except flying jib. At 4.21 Bill of Portland light abeam p.c. distant about 5 miles. Course N. by N. (p.c.). Average steam pressure 55 lbs. Revolution 45. At 7.45 sighted Start Point Light dead ahead. Apprentices at the wheel.

J. H. Purcell

From 8 P.M. to Midnight.

Bright starlight. Stiff moderating to gentle breeze from S. & N.W. Rising barometer. Under steam and same sail as preceding watch. At 8.10 changed course to West, Patent log reading 91.2. At 10.00 Start Point Lt. on abeam, S. by N. (true) distant 4.9 kts. Patent log reading 6.9, took departure and changed course to N. by S. Average steam pressure 55 lbs. Revolution 45.2. Substantially of departure 30° 10' N. and longitude 3° 35' W.
Examined and found to be correct.

George R. E. R. E.

Ensign U.S.N.

J. B. M. M. M.,
Lieutenant U.S.N., Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Southampton, England, to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.	Heed.	Leeway.	Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	45	7															
1	8	0	31.6	Ok. by I.	North	3	0	0	30.25	56	54	51		b.	none	10	9
2	8	2	39.8	"	"	3	0	0	30.27	56	54	51		"	"	10	"
3	8	1	47.9	"	"	3	0	0	30.27	56	55	52		"	"	10	"
4	8	2	56.1	"	N.E.	3	0	0	30.27	58	55	52		"	"	10	"
5	8	4	64.6	"	N. N.E.	3.4	0	0	30.30	58	55	52	58	b.c.	cum. cir. alt.	9	"
6	9	0	74.1	"	"	4	0	0	30.32	58	55	52	58	"	"	9	"
7	9	1	83.2	"	"	4	0	0	30.34	58	56	52	58	"	"	9	"
8	9	6	93.0	"	"	4	0	0	30.36	59	57	53	58	"	"	9	"
9	8	5	2.4	"	"	4	0	0	30.40	59	57	54	58	"	"	9	"
10	8	0	11.1	"	"	4	0	0	30.40	59	57	54	58	"	"	5	"
11	5	6	16.8	"	"	4	0	0	30.42	61	58	56	58	"	"	5	"
Noon.	4	5	22.6	"	"	4	0	0	30.42	60	59	56	58	"	cum.	5	"

190.9 Distance run by Patent Log.

Course and distance made good since preceding Noon by observations, 190.9 by 24.0. 110 knots. tenths.

Position at Noon:	Latitude by D. R.	49° 06' N. "
	Longitude by D. R.	5° 54' W. "
	Latitude by observations of ☉	49° 07' N. "
	Longitude by chronometer from Forenoon Observations of ☉	5° 53' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	49° 22' N. "
	Longitude by Chronometer	5° 20' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	48° 40' N. "
	Longitude by Chronometer from Afternoon Observation ☉	6° 49' W. "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

2250 "

Water remaining on hand fit for use at Noon,

12 tons 90 lbs.

Coal consumed during the preceding 24 hours,

160 " 1695 "

Coal remaining on hand at Noon,

P. M.																	
1	5	3	28.5	Ok. by I.	N.E. by N.	4.5	0	0	30.42	61	59	56	62	b.c.	cum. cir. alt.	3	9
2	5	3	34.3	"	N.E.	4.5	0	0	30.42	61	59	56	62	"	cum. cir. alt.	7	"
3	5	2	40.0	"	"	4.5	0	0	30.42	61	59	56	62	"	"	8	"
4	5	6	46.2	"	"	4.5	0	0	30.42	61	59	55	62	"	"	4	"
5	6	3	52.6	"	N.E. by E.	4	0	0	30.42	61	60	56	62	"	"	4	"
6	6	5	59.3	"	"	4	0	0	30.42	62	61	57	62	"	"	4	"
7	5	7	65.6	"	"	4	0	0	30.42	62	60	56	62	"	"	3	"
8	5	4	71.5	"	"	4	0	0	30.42	62	60	56	62	"	"	7	"
9	5	4	77.0	"	"	4	0	0	30.42	61	61	57	62	"	"	7	"
10	4	6	81.8	"	"	4	0	0	30.44	62	60	57	62	"	"	8	"
11	4	2	86.3	"	"	3.4	0	0	30.45	62	60	57	62	"	"	9	"
Mid.	4	5	91.5	"	"	3.4	0	0	30.45	62	60	57	62	"	"	9	"

64.0

4-26

under the command of

Commander Louis Kingsley
Sunday, September 9

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and cool. Bright starlight. Gentle breeze from North to N.E. Barometer steady. At 12.35 Eddystone light bore ahead, just visible. Lighted many steamers during watch. At 3.15 took in foresail. At end of watch under fore and aft sail and steam with fire under boilers A. B. and D. Apprentices at the wheel. On course N. by E.

N. F. Lockman
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Moderate breeze from S. N.E. At 4.30 made all sail to royals and set all topmast staysails. Course N. by E. (po.) Under steam and sail on course. Several sail in sight. Average steam 55 lbs. Revolution 46. Apprentices at the wheel.

W. B. Caperton,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Moderate breeze from S. N.E. Fair, cool and pleasant. Smooth sea. Mustered and inspected crew at quarters at 9.30, and Commanding Officer inspected ship. Afterwards had General Muster and read Articles of War, and the following general and special orders: Nos. 55 to 59 inclusive, and Special Circular No. 16. All accounted for at Muster. Topped mizzen at 10.30 and uncoupled propeller. Allowed fire to die out under boilers C. and D. Distilling with boiler A. Took in main topsail at 10.30 and set mainmast at 11.30. At 10.30 held Division Council on board, the Commanding Officer conducting the council. At end of watch under all staysails and plain sail to royals. Average steam 55 lbs. Revolution 46. Temperature of magazines 71° 71° forward, 66° 65° aft. Apprentices at the wheel.

George R. Leary,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Moderate to stiff breeze from N.E. by N. and S.E. At 1.45 took in flying jib, fore and main topmast staysails. At 2.15 set starboard standing sail. Course N. by E. (po.) Distilling with backed fire under boiler A. At end of watch under studding sail, mizzen topmast staysail and all plain sail to royals except flying jib and fore topmast staysail. Apprentices at the wheel. Several sail in sight during the watch. Exchanged colors with a Danish bark standing to the Sd. and E.

H. Purcell,
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair. Moderate breeze from N.E. by E. Barometer steady. Smooth sea. Steaming course N. by E. under all plain sail except flying jib, together with main and mizzen topmast staysails. Distilling with fire backed under boiler A. At 6.25 took in lower studding sail. Apprentices at the wheel.

George R. Leary.

From 8 P.M. to Mid

Clear and pleasant. Bright moonlight. Moderate to gentle breeze from N.E. by E. Barometer rising. At 10.50 took in spanker. Lighted a sailing vessel standing to the Sd. and E. not showing any lights. At end of watch under all square sail to royals, with jib, on course N. by E. Distilling with backed fire under boiler A. Apprentices at the wheel.

N. A. Lockman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Southampton, England to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4 ft.	Air by Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																		
1	4	2	96.0	N. by E.	E. N. E.		4	0	0	30.49	62	60	57	62	b. c. w.	cum.	9	S.
2	4	4	100.5	"	"		4	0	0	30.50	62	60	57	62	b. w.	none	10	"
3	5	1	5.8	"	"		4	0	0	30.50	62	60	57	62	"	"	10	"
4	5	0	10.9	"	"		4	0	0	30.49	62	61	58	62	"	"	10	"
5	3	5	14.3	"	"		4	0	0	30.49	62	61	58	62	"	"	10	"
6	3	4	17.7	"	"		3	0	0	30.50	62	61	58	62	b. c.	cum. strab.	9	"
7	3	6	21.6	"	"		3	0	0	30.51	62	61	58	62	"	"	9	"
8	3	5	25.6	"	"		3	0	0	30.52	62	61	58	62	"	"	9	"
9	4	2	29.9	"	E. by N.		4	0	0	30.54	63	60	58	62	"	cir. cum.	9	"
10	4	0	34.0	"	"		4	0	0	30.54	64	61	58	61	"	"	9	"
11	3	3	37.6	"	"		4	0	0	30.54	66	61	59	61	"	cum.	7	"
Noon.	4	2	41.5	"	"		4	0	0	30.54	66	62	59	61	"	"	7	"

112.4 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *P. M. by N. 1/2 E.*

113 knots. tenths.

Position at Noon:	Latitude by D. R.	47° 59' N. "
	Longitude by D. R.	8° 11' W. "
	Latitude by observations of ☉	48° 01' N. "
	Longitude by chronometer from Forenoon Observations of ☉	8° 04' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	48° 08' N. "
	Longitude by <i>Observation</i>	7° 45' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	47° 41' N. "
	Longitude by <i>Chronometer from Afternoon Observations</i>	8° 46' W. "

Current during the time, 5 knots tenths per hour, setting to the *E. S. E.*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *N. by E.*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, "

Water expended during the preceding 24 hours,

350 gallons.

Water distilled during the preceding 24 hours,

700 "

Water remaining on hand fit for use at Noon,

2600 "

Coal consumed during the preceding 24 hours,

tons 1800 lbs.

Coal remaining on hand at Noon,

159 " 2135 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 4 ft.	Air by Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
1	3	7	50.5	<i>N. by E.</i>	<i>E. by N.</i>	4	0	0	30.53	66	63	60	61	<i>b. c.</i>	<i>cum.</i>	7	<i>S.</i>
2	3	5	53.9	"	"	4	0	0	30.53	65	63	60	62	"	"	7	"
3	3	6	57.5	"	"	4	0	0	30.52	69	62	59	62	"	<i>cir. cum.</i>	7	"
4	3	6	61.1	"	"	4	0	0	30.52	66	62	59	62	"	"	8	"
5	4	1	65.2	"	"	4	0	0	30.52	69	66	61	62	"	<i>cum. strab.</i>	7	"
6	5	0	69.7	"	"	4.5	0	0	30.52	65	63	60	62	"	<i>cir. cum.</i>	7	"
7	4	8	74.5	"	"	4.5	0	0	30.52	63	62	58	62	"	"	8	"
8	5	1	79.6	"	"	4.5	0	0	30.51	63	62	58	62	"	"	8	"
9	4	7	84.3	"	"	4.5	0	0	30.49	62	60	57	62	"	"	9	"
10	4	6	88.9	"	"	4.5	0	0	30.49	62	60	57	62	"	"	9	"
11	4	6	93.5	"	"	4	0	0	30.49	62	60	57	62	"	"	8	"
Mid.	4	7	97.9	"	"	4	0	0	30.49	62	60	57	62	"	"	8	"

52.0

4-260

under the command of

Commander Louis Kingsley
Monday, September 10

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Bright starlight. Wind moderate from E. N.E. At 12.15 hauled down mizzen topmast staysail and at 1.00 hauled up starboard clew of mainsail. Course Ch. by S. (p.c.) At end of watch clip on lee corner under all plain sail to rigole, except flying jib, starboard clew of mainsail and spanker. Distilling with fire banked under boiler st. Apprentices at the wheel.

W. H. Caperton

Lieutenant U. S. N.

From 4 to 8 A.M.

Moderate to gentle breeze from E. N.E. Clear and pleasant. Smooth sea. Set starboard studding sail at 7.00. At end of watch on corner Ch. by S., under starboard studding sail and plain sail to rigole except flying jib, weather clew of mainsail and spanker. Stopped distilling at 5.30. Flushed bilges. One sailing vessel in sight, standing to S.W. and E.W. Apprentices at the wheel.

George R. Evans

Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Moderate breeze from E. by S. At 9.30 mustered at quarters. Exercised all apprentices during 1st and 2nd periods at shortening sail and furling and reefing and making sail again on main. Cleared bilges and allowed fire to die out under boiler st. Apprentices but mizzen topsail and gaff topsail. Apprentices at the wheel. Several sail in sight during the watch. Under same sail as in preceding watch with the mizzen topsail additional. Course Ch. by S. (p.c.) Unbuck down chains and secured anchors for sea. Temperature of magazine 72° 72° forward, 65° 62° aft.

J. B. McIlton

Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant weather. Moderate breeze from E. by S. Barometer falling slowly. Smooth sea. Course Ch. by S. Under same sail as preceding watch. Exercised apprentices of watch at hoisting and furling mizzen topsail and on gaff topsail for 3rd period; all apprentices gunnery 4th period; gymnastics, leads and log line and compass 5th period. Apprentices at the wheel. One sail in sight, two points on port quarter, hull down at end of watch.

George R. Evans

Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Moderate to stiff breeze from E. by S. Barometer steady. At 6.30 took in lower studding sail. At end of watch, under all square sail to rigole, except weather clew of mainsail, with jib on corner Ch. by S. At 6.45 examined all heads at reefing topsails, took on single reef in topsails, then short at reef and made sail again. Apprentices at wheel.

N. T. Boodman

Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and cool. Bright moonlight. Moderate to stiff breeze from E. by S. At 11.00 took in lower studding sail. Flip on her corner Ch. by S. (p.c.) and at end of watch, under all plain sail to rigole, except flying jib, mainsail and spanker. Apprentices at the wheel.

W. H. Caperton

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton

Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Southampton, England, to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	State of the Sky, in fols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.		0																
1	4	4	2.2	N. by E.	E. by N.	4	0	0	30.44	62	60	57	62	b.c.	cir. cum.	8	P.	
2	4	2	6.2	"	"	4	0	0	30.44	62	60	57	62	"	"	8	"	
3	4	3	10.5	"	"	4	0	0	30.43	62	60	57	62	"	"	8	"	
4	4	5	15.0	"	E. by S.	4	0	0	30.43	61	60	57	62	"	"	8	"	
5	4	4	19.4	"	"	4	0	0	30.45	61	60	57	62	"	"	7	"	
6	4	3	23.7	"	"	4	0	0	30.45	61	60	57	62	"	cum.	5	"	
7	4	0	27.7	"	"	4	0	0	30.45	61	60	57	62	"	"	5	"	
8	4	6	32.3	"	"	4	0	0	30.46	63	60	57	62	"	"	8	"	
9	5	0	37.3	"	E. by N.	4	0	0	30.47	64	61	57	64	"	"	8	M.	
10	5	2	42.4	"	"	4	0	0	30.47	64	61	58	64	"	"	8	"	
11	5	2	47.6	"	"	4	0	0	30.47	65	62	58	65	"	"	6	"	
Noon.	5	2	52.7	"	"	4	0	0	30.47	66	62	58	65	"	"	5	"	

107.3 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N. by E.

104 knots. tenths.

Latitude by D. R. 46° 59' N. "

Position at Noon: Longitude by D. R. 10° 04' W. "

Latitude by observations of ☉ 46° 59' N. "

Longitude by chronometer from Forenoon Observations of ☉ 10° 16' W. "

Position at 3 A. M. Latitude by D. R. from Noon 47° 10' N. "

Longitude by Observations 9° 51' W. "

Position at 3 P. M. Latitude by D. R. from Noon 46° 06' N. "

Longitude by Chronometer from Afternoon Observations 10° 54' W. "

Current during the time, 1 1/2 knots per hour, setting to the West.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head 28° 34' 1/2 W.

19° 16' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., "

2° 41' W. "Var. used 20° 05' W.

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2250 "

Coal consumed during the preceding 24 hours,

tons 59 5 lbs.

Coal remaining on hand at Noon,

159 " 1540 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fols.	State of the Sea.
1	5	8	58.5	N. by E.	E. by N.	5	0	0	30.47	64	63	58	64	b.c.	cum.	5	M.
2	6	6	65.1	"	"	5	0	0	30.47	64	62	58	64	"	"	5	"
3	6	2	71.3	"	E. by N.	5	0	0	30.42	63	62	58	64	"	"	6	"
4	6	6	77.9	"	"	5	0	0	30.39	64	63	59	64	"	"	6	"
5	6	9	84.8	"	"	5	0	0	30.40	63	64	59	64	"	"	6	"
6	7	7	92.5	"	E. by N.	5	0	0	30.40	63	62	58	64	"	"	5	"
7	6	5	99.0	"	"	5	0	0	30.38	63	62	58	64	"	"	5	"
8	7	0	106.0	"	E. by S.	5	0	0	30.38	63	62	58	64	"	"	4	"
9	7	3	113.0	"	"	6	0	0	30.38	63	62	58	64	"	"	6	"
10	7	0	20.2	"	"	6	0	0	30.38	63	62	58	64	"	"	9	"
11	6	9	27.1	"	E. by N.	6	0	0	30.36	63	62	58	64	"	"	7	"
Mid.	6	7	33.9	"	N. E. by E.	5	0	0	30.36	63	62	58	64	"	"	9	"

under the command of

Commander Louis Kingsley
Tuesday, September 11

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from E. by N. and East. Fair, cool and pleasant. Moon set at 1.45. Smooth sea. Let starboard clew of mainsail at 3.20. At end of watch on course N. by E. under plain sail to royals except flying jib, weather clew of mainsail and spanker. Apprentices at the wheel.

From 4 to 8 A.M.

Clear. Moderate breeze from East. Under same sail as in preceding watch, except starboard clew of mainsail which was hauled up at 7.45. Course N. by E (pec) Lighted two sails during the watch. Apprentices at the wheel.

From 8 A.M. to Merid.

Fair. Moderate breeze from E. by N. Very moderate sea. Steady barometer. Course N. by E. Under same sail as preceding watch. At 9.30 mustered at quarters. Held Divisional drill 1st period; 2nd period, marksmanship seamanship. At 11.50 started to shift lower studding to port side and at 12.00 changed course to NW 1/2 N. Patent log reading 52.7. One sail in sight broad off lee quarter, ships head NW 1/2 N, standing along on about same course. Temperature of magazines 73°-73° forward, 67°-67° aft. Apprentices at the wheel. Inspected magazine floor coxles and found them in working order. George R. Beach, Ensign U. S. N.

From Merid. to 4 P.M.

Partly cloudy and pleasant. Stiff breeze from E. by N. to E. NE. Barometer falling. Had dulle as follows: From 1.15 to 2.15 port watch marksmanship. From 2.30 to 3.15 all hands gunnery. From 3.30 to 4.00 all hands gymnastics and practice going aloft over mast head. At 10 clock set main and mizzen topmast staysails. At end of watch under all square sail to royals, except weather clew of mainsail with jib and main and mizzen topmast staysails and port lower studding sail, on course NW 1/2 N. Apprentices at the wheel.

From 4 to 8 P.M.

Fair and cool, with bright moonlight last hour of watch. Stiff breeze from E. NE. veering to East. Ship on her course NW 1/2 N (pec) At 6.15 took in port lower studding sail. At 6.45 cleared up topgallant sails and royals took single reef in topsails for exercise, after which chooped out reef and made sail to royals again. At end of watch under all plain sail to royals and main and mizzen topmast staysails, except flying jib and port clew of mainsail having set spanker at 7.30. Apprentices at the wheel. A German Barge passed under our stern, standing to the and the about 4.30 P.M. Ship rolling easily to swell from E. & S.

From 8 P.M. to Midnight.

Clear to stiff breeze from East to N.E. by E. Fair and pleasant. Bright moonlight. Moderate sea from E. Ship rolling deeply at intervals. Provisions roll to starboard 24°, to port 16°. Work in main and mizzen topmast staysails at 11.50. At end of watch on course NW 1/2 N, under plain sail to royals, except flying jib and weather clew of mainsail. Apprentices at the wheel.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Southampton, England to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Fog, of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	8	2																	
1	6	2	40.0	SE 1/4 E.	NE by E.		5	20° 25'	0	30.34	62	61	57	64	b.c.	cum.	7	5.	
2	6	9	46.0	"	"		5	20.25	0	30.34	63	61	58	64	"	"	6	"	
3	6	4	53.3	"	"		5	20.25	0	30.34	62	61	58	64	"	"	6	"	
4	6	2	59.5	"	"		5	20.20	0	30.34	62	61	58	64	"	"	6	"	
5	7	0	66.0	"	"		5	20° 25'	0	30.32	62	61	58	64	"	"	4	"	
6	7	2	72.5	"	"		6	25° 30'	0	30.30	62	61	58	64	"	"	2	"	
7	7	4	79.7	"	"		6	25° 30'	0	30.28	62	61	58	64	"	"	4	"	
8	7	5	87.2	"	"		6	25° 35'	0	30.27	63	62	59	64	"	"	4	"	
9	7	2	94.4	"	"		6	20° 25'	0	30.25	64	62	59	64	"	"	4	C	
10	6	8	1.2	"	"		6	25° 30'	0	30.25	65	63	60	64	"	"	4	"	
11	7	1	8.3	"	"		6	25° 30'	0	30.26	66	63	60	65	b.c.	cum. mist	4	"	
Noon.	7	4	15.7	"	"		6	25° 30'	0	30.26	66	64	61	65	"	"	4	"	

164.5 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *SE 1/4 E.*

170 knots. tenths.

Position at Noon:	Latitude by D. R.	44° 36' N. "
	Longitude by D. R.	12° 13' W. "
	Latitude by observations of ☉	44° 31' N. "
	Longitude by chronometer from Forenoon Observations of ☉	12° 22' W. "
Position at 3 A. M.	Latitude by <i>D. R. from Noon</i>	44° 55' N. "
	Longitude by <i>observation</i>	12° 02' W. "
Position at 3 P. M.	Latitude by <i>D. R. from Noon</i>	43° 45' N. "
	Longitude by <i>Chronometer from Afternoon observation</i>	12° 49' W. "

Current during the time, 9 knots tenths per hour, setting to the *SE 1/4 E.*

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at " 0 "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1850 "

Coal consumed during the preceding 24 hours, tons 720 lbs.

Coal remaining on hand at Noon, 159 " 820 "

P. M.	3	9	19.6	<i>SE 1/4 E.</i>	<i>NE by E.</i>		6	33° 30'	0	30.27	66	64	61	65		<i>b.c.</i>	<i>cir. cum.</i>		4	5.
1	2	8	22.2	<i>SE 1/4 E.</i>	"		6	33° 30'	0	30.26	66	64	61	65		"	<i>cir.</i>		3	"
2	6	3	28.5	"	"		6	33° 30'	0	30.25	67	65	62	65		"	<i>cir. cum.</i>		7	"
3	6	4	34.7	"	"		6	33° 30'	0	30.25	66	65	62	65		"	"		3	"
4	6	3	40.8	"	"		6	25° 30'	0	30.24	66	65	62	65		"	"		3	"
5	5	8	46.9	"	"		5	25° 30'	0	30.25	65	64	61	65		"	"		5	"
6	5	7	52.5	"	"		5	25° 30'	0	30.26	65	63	60	65		"	<i>cum.</i>		4	"
7	5	8	58.2	"	"		5	20° 25'	0	30.27	65	63	60	65		"	"		6	"
8	5	8	63.9	"	"		5	20° 25'	0	30.25	65	63	61	65		"	"		6	"
9	5	6	69.5	"	"		5	20° 25'	0	30.26	65	63	61	65		"	"		6	"
10	5	6	75.0	"	"		5	20° 25'	0	30.27	65	63	61	65		"	"		7	"
11	5	3	80.3	"	"		4	20° 25'	0	30.29	65	63	61	65		"	"		7	"
Mid.	5	4	85.7	"	"		4	20° 25'	0	30.29	65	63	61	65		"	"		7	"

under the command of

Commander Louis Kingsley
Wednesday, September 12

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Stiff breeze from N.E. by E. Course 70° $\frac{1}{2}$ 4° (pc) Under same sail as in preceding watch. Ship rolling very much all the watch. Apprentices at the wheel.

J. Pyrell

Lieutenant N. P. N.

From 4 to 8 A.M.

Fair. Fresh breezes from N.E. by E. Barometer falling. Long sea on port quarter. Ship rolling deeply, maximum observed roll 35° to leeward. Course 70° $\frac{1}{2}$ 4° Under all plain sail to royal, except flying jib and weather clew of mainsail. One sail in sight directly astern, standing on same course. Apprentices at wheel.

George L. Evans,

Ensign N. P. N.

From 8 A.M. to Merid.

Fair, cloudy at times. Fresh breeze from N.E. by E. Barometer about steady. Long sea from E. by S. Ship rolling heavily (maximum observed roll 35°) At 8.30 took in spanker. At 8.45 hauled up mainsail and got rolling tackle on larboard yards. At 11.30 furled royals, got athwartship tackle on starboard yards and sailing launch. At 11.50 furled mainsail. At 11.55 got up life lines in gangways. At end of watch under plain sail to topgallant sails except mainsail and spanker on course 70° $\frac{1}{2}$ 4° . Apprentices at the wheel. Temperature of magazines 72° 72° forward, 67° 66° aft. Shells were omitted on account of weather.

W. A. Colman

Ensign N. P. N.

From Merid. to 4 P.M.

Generally cloudy and cool. Fresh breezes from N.E. by E. Course 70° $\frac{1}{2}$ 4° (pc) until 12.35 when it was changed to 70° $\frac{1}{2}$ 4° (pc) ^{and my direct sight} Ship rolling deeply and frequently to a long swell from E. by S.; extreme roll to starboard 33° and to port 30° . One sail in sight astern standing about 70° . At end of watch ship on her course under same sail as at end of preceding watch. Apprentices at the wheel.

W. A. Claperton

Lieutenant N. P. N.

From 4 to 8 P.M.

Stiff breeze from N.E. by E. and N.E. Partly cloudy and cool. Ship rolling deeply to a long swell from N.E. and E. Exchanged salutes at 5.00 with a British barkentine standing to 70° and 70° . At end of watch on course 70° $\frac{1}{2}$ 4° under same sail as in preceding watch. Apprentices at the wheel.

Geo. A. Green

Lieutenant N. P. N.

From 8 P.M. to Mid.

Clear. Moderate to stiff breeze from N.E. by N. and N.E. Long swell from N.E. Ship rolling deeply at intervals. At 11 P.M. set port clew of mainsail, with this addition under same sail as in preceding watch. Course 70° $\frac{1}{2}$ 4° (pc) Apprentices at the wheel.

J. Pyrell

Lieutenant N. P. N.

Examined and found to be correct.

J. B. Moilton,
Lieutenant N. P. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Southampton, England to Funchal, Madiera.

Hour.	Knots.	Tenhs.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	70	7																
1	5	6	91.1	S. 91 1/4 E.	N. E. by N.		4-5	27.24	0	30.31	65	63	61	66	b. c. w.	cum.	7	M.
2	5	6	96.5	"	"		4	27.24	0	30.32	65	63	61	66	"	"	7	"
3	5	5	1.8	"	"		4	27.24	0	30.31	65	63	61	67	"	"	3	"
4	5	5	7.1	"	"		4	27.24	0	30.20	65	63	61	67	"	"	3	"
5	4	5	11.6	"	N. E. by E.		4	20.25	0	30.32	65	63	61	67	"	"	2	"
6	4	0	15.6	"	"		3	20.25	0	30.33	65	63	61	67	b. c.	"	4	"
7	3	8	19.4	"	"		3	20.25	0	30.34	65	63	61	67	"	"	4	"
8	3	6	23.0	"	"		3	15.20	0	30.35	65	63	61	67	"	"	4	"
9	3	7	26.7	"	N. E. by N.		3	15.20	0	30.36	69	64	62	67	"	"	4	"
10	3	4	30.0	"	"		3	15.20	0	30.42	69	65	62	67	"	"	6	"
11	3	4	33.2	"	"		3-4	15.20	0	30.42	69	66	63	67	"	"	6	"
Noon.	4	0	37.1	"	"		3-4	10-15	0	30.40	68	66	63	67	"	"	6	"

1 2 3. 3 Distance run by Patent Log

Course and distance made good since preceding noon by observations, S by N 1/4 E. 127 knots. tenths.

Position at Noon:	Latitude by D. R.	42° 44' N.
	Longitude by D. R.	13° 21' W.
	Latitude by observations of ☉	42° 37' N.
	Longitude by chronometer from Forenoon Observations of ☉	13° 27' W.
Position at 8 A. M.	Latitude by D. R. from Noon	42° 51' N.
	Longitude by Observation ☉	13° 20' W.
Position at 8 P. M.	Latitude by D. R. from Noon	42° 11' N.
	Longitude by Chronometer from Afternoon observation ☉	13° 36' W.

Current during the time, 8 knots tenths per hour, setting to the S. 91. 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0

Deviation of the Compass by Azimuth ☉ observed at , " 0

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, tons — lbs.

Coal remaining on hand at Noon, 159 " 820 "

P. M.	1	8		S. 91. 1/4 E.	N. by E.	4	20-15	0	30.40	68	67	64	67	b. c.	cum.	6	M.	
	2	4	0	44.9	"	4	20-15	0	30.40	69	67	64	67	"	"	6	"	
	3	4	0	48.9	"	4	20-15	0	30.40	70	69	65	67	"	"	6	"	
	4	3	1	52.0	"	3	20-15	0	30.40	70	72	67	67	"	"	6	"	
	5	3	3	55.2	"	3	15-11	0	30.39	69	71	67	67	"	"	7	d.	
	6	3	5	58.4	"	N. N. E.	3	15-11	0	30.39	68	70	66	67	"	"	8	"
	7	3	1	61.5	"	"	2-3	15-11	0	30.40	68	68	65	67	"	"	7	"
	8	2	7	64.2	"	"	2-3	15-11	0	30.41	67	67	64	67	b.	cum.	10	"
	9	2	4	66.6	"	"	2-3		0	30.41	67	67	64	67	"	"	10	"
	10	1	6	67.8	"	N. E. by N.	2		0	30.43	67	66	64	67	b. c.	cum.	9	"
	11	1	5	69.2	"	"	2		0	30.43	67	65	63	66	"	"	8	"
Mid.	1	5	70.7	"	"	"	2		0	30.42	66	65	63	66	"	"	8	"

34. 5

4-285

under the command of

Commander Louis Kingsley
Thursday, September 13

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and bright starlight first part, ending up latter part. Barometer oscillating slightly. Moderate sea. Course $PN\frac{1}{4}S$. Under all plain sail to topgallant sails, except weather clew of mainmast and spanker. Apprentices at wheel. Nothing in sight.

George R. Cross

From 4 to 8 A.M.

Bloody with showers in night around horizon. Gentle to moderate breeze from NE by E. Barometer rising. At 5 o'clock set royals. At end of watch under jib and all square sail to royals, except starboard clew of mainmast in course $PN\frac{1}{4}S$. Apprentices at wheel. Long swell from NE, decreasing. Ship rolling considerably.

Ensign W. P. N.

From 8 A.M. to Noon.

Fair and pleasant. Gentle to moderate breeze from NE by N. Moderate swell from ENE. At 9.30 mustered at quarters: 1st period, Forward Powder Division had drill at 4 R. & Guns; 1st and 3rd Divisions had instruction in magazine; 2nd Division had pistols and After Powder Division, work exercise. 2nd period: Watch below had signals (Myer Code and Hancock Signals). Ship on her course $PN\frac{1}{4}S$ (pc) under same sail as at end of preceding watch and in addition the starboard lower studding sail, which was set at 8.45. Apprentices at the wheel. Temperature of magazine $72^{\circ}73^{\circ}$; forward, $67^{\circ}66^{\circ}$ aft.

W. D. Boliman

Ensign W. P. N.

From Noon to 4 P.M.

Moderate to gentle breeze from N by E. Fair and pleasant. Moderate swell from NE and E. At 1.30 changed course by order of Commanding Officer to $PN\frac{1}{4}S$, per Standard. Set the mizzen topmast stay sail at 3.30. Exercised the starboard wheel at signals from 1.15 to 2.15 and the port watch at same drill from 2.30 to 3.30. At end of watch under starboard studding sail, mizzen topmast stay sail and plain sail to royals except flying jib, weather clew of mainmast and spanker. Apprentices at the wheel.

W. D. Boliman

Lieutenant W. P. N.

From 4 to 8 P.M.

Clear. Light to gentle breeze from N. & E. and N by E. Course $PN\frac{1}{4}S$. At 6.15 took in studding sail and set flying jib. At 6.50 exercised single reefing topails and making sail again. At 7.45 hauled down mizzen topmast stay sail and flying jib. At end of watch under jib and all square sail except weather clew of mainmast and mizzen top sail. Apprentices at the wheel.

George R. Cross

Lieutenant W. P. N.

From 8 P.M. to Midnight.

Bright starlight and moonlight. Light breeze from N. & E. to NE by N. Barometer about steady. Course $PN\frac{1}{4}S$. Under same sail as at end of previous watch. Apprentices at wheel. Nothing in sight.

J. D. Purcell

Lieutenant W. P. N.

George R. Cross

Ensign W. P. N.

Examined and found to be correct.

J. B. McIlhenny

Lieutenant W. P. N. Navigator

LOG of the UNITED STATES

Ship Essex Third Rate,
Making passage from Southampton, England to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.			Height in inches.	Ther. at/d.	Air Dry.	Air Wet.	Water at Surface.			
A. M.																	
1	1	8	72.3	S. by E. 1/4 S.	N.E. by E.	2	15-11	0	30.42	66	65	63	66	b.c.	cum.	5	d.
2	3	0	75.1	"	"	2	15-11	0	30.42	66	65	63	66	"	"	7	"
3	1	0	76.0	"	"	1	15-11	0	30.38	66	65	63	66	"	"	7	"
4	1	0	76.9	"	"	1	15-11	0	30.38	67	65	63	66	"	min. cum.	5	"
5	2	0	77.4	"	"	1	0	0	30.37	67	65	63	66	"	cum. min.	3	"
6	2	0	78.0	"	"	1-2	0	0	30.39	67	65	63	66	"	"	4	"
7	2	6	80.3	"	"	2	0	0	30.39	67	65	63	66	"	"	4	"
8	2	7	83.0	"	"	2	0	0	30.38	67	65	63	66	"	"	5	"
9	2	3	85.1	"	"	2	0	0	30.40	68	66	64	66	"	cir. cum.	6	d.
10	1	0	85.8	"	"	1-2	0	0	30.41	68	66	64	66	"	"	6	"
11	1	3	86.8	"	"	1-2	0	0	30.41	70	68	66	67	b.	none	10	"
Noon.	1	4	88.9	"	"	1-2	0	0	30.41	70	68	66	67	"	"	10	"

56.6 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, S. by E. 1/4 E. 65 knots. tenths.

Position at Noon:	Latitude by D. R.	41° 43' N. "
	Longitude by D. R.	13° 49' W. "
	Latitude by observations of ☉	41° 35' N. "
	Longitude by chronometer from Forenoon Observations of ☉	13° 49' W. "
Position at 3 A. M.	Latitude by D. R. from Noon	41° 41' N. "
	Longitude by observation	13° 47' W. "
Position at 3 P. M.	Latitude by D. R. from Noon	41° 22' N. "
	Longitude by chronometer from Afternoon observation	13° 55' W. "

Current during the time, 8 knots tenths per hour, setting to the South.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head S. by E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " " 18° 54' W. " Dev. used 20° 00' W.

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1150 "

Coal consumed during the preceding 24 hours, / tons 100 lbs.

Coal remaining on hand at Noon, 158 " 720 "

P. M.																	
1	1	7	86.6	S. by E. 1/4 S.	N.E. by E.	2	0	0	30.41	69	69	67	67	b.c.	cum.	6	d.
2	1	9	86.6	"	"	2	0	0	30.40	69	69	67	67	"	"	6	"
3	1	6	"	"	"	2	0	0	30.40	70	70	68	67	"	"	6	"
4	1	6	"	"	N.E.	2	0	0	30.39	70	73	70	67	"	circum.	6	"
5	1	5	"	"	"	2	0	0	30.38	70	73	71	67	"	"	3	"
6	1	5	"	"	"	2	0	0	30.37	69	70	69	67	"	"	3	"
7	1	7	"	"	N.E. by E.	2	0	0	30.37	68	69	69	67	"	"	3	"
8	1	8	"	"	"	1	0	0	30.37	68	69	68	67	"	"	3	"
9	2	0	"	"	"	1-2	0	0	30.36	68	68	67	67	b.c. cum.	"	4	"
10	3	0	86.6	"	"	2-3	0	0	30.36	68	68	67	67	"	cum. min.	3	"
11	2	1	87.7	"	"	3	0	0	30.36	67	67	66	67	"	"	1	"
Mid.	3	5	92.5	"	"	3	0	0	30.35	67	67	66	67	s.c.d.	"	0	"

under the command of

Commander Louis Kingsley
Friday, September 14.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partially cloudy, pleasant and bright moonlight. Light breeze to light air from N.E. by E. Barometer falling. Ship rolling easily to long swell from N.E. At end of watch under jib down sail to royale, except flying jib, sprinker and starboard clew of mainsail, on course S.W. $\frac{3}{4}$ S. Apprentices at wheel.

N. J. Coleman

From 4 to 8 A.M.

Ensign U.S.N.

Fair and clearing weather. Light air and breeze from N.E. by E. Ship on course S.W. $\frac{3}{4}$ S. (pc) At 4.45 hauled up port clew and at 6.00 set starboard clew of mainsail. At 5.45 set port lower studding sail. At 8.00 clock ship under port lower studding sail and all plain sail to royale, except flying jib, weather clew of mainsail and sprinker. Apprentices at the wheel.

W. M. Caperton

2d Lieutenant U.S.N.

From 8 A.M. to Noon

Light air to light breeze from N.E. by E. Clear and pleasant. Smooth sea. Mustered and inspected crew at quarters at 9.30, and then exercised at General Quarters. Divisions reported ready as follows: Forward Order, 1 minute 40 seconds; Bangator 2 minutes 20 seconds; 2nd Division, 2 minutes 50 seconds; After Order, 3 minutes; 3rd Division, 3 minutes; 1st Division, 3 minutes. Commanding Officer inspected divisions exercising with dummy cartridges, the 1st Division port gun fired 11 shots in 10 minutes, the 2nd division, 12 and the 3rd 11. Termed at 10.05. Instructed 1st Division of apprentices at compass. A. K. Leav (Sea) reported the expiration of his term of enlistment. Temperature of magazines, forward 73° 73°, aft 67° 67°. Under came sail as in preceding watch. Apprentices at the wheel.

George R. Brown

Lieutenant U.S.N.

From Noon to 4 P.M.

Clear. Light breeze from N.E. by E. and N.E. Had bag inspection and made up small stores and clothing requisites. Found out claw bags and hammocks. Under S.W. $\frac{3}{4}$ S. (pc) Under came sail as in preceding watch. Apprentices at the wheel. Hauled in patent log at 1.15 registering 86.6 knots.

J. P. Russell

Lieutenant U.S.N.

From 4 P.M. to 8 P.M.

Cloudy. Light breeze to light air from N.E. and N.E. by E. Steady barometer. Under S.W. $\frac{3}{4}$ S. (pc) Under came sail as preceding watch except took in larboard sail at 6.00 Pumped ship out. At 6.25 refit topsails and furled light sails, then made sail again. Apprentices at the wheel. Nothing in sight.

George R. Brown

From 8 P.M. to Midnight

Ensign U.S.N.

Cloudy, bright moonlight at times. Raining a little during last hour of watch. Light to gentle breeze from N.E. by E. Barometer steady. At end of watch under jib and all square sail to royale except weather clew of mainsail on course S.W. $\frac{3}{4}$ S. Apprentices at the wheel.

N. J. Coleman
Ensign U.S.N.

Examined and found to be correct.

J. B. McIlhenny

Lieutenant U.S.N. Navigator

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Making passage from Southampton, England, to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.	1	5																
1	3	8	96.3	SE 1/4 S.	NE. by E.	3	0	0	30.35	66	67	66	67	o. c.	cum. med.	0	S.	
2	4	0	100.0	"	"	3	0	0	30.33	66	67	66	67	"	"	0	"	
3	3	9	3.9	"	"	3	0	0	30.31	66	67	66	67	"	"	0	"	
4	4	0	7.2	"	"	3	0	0	30.31	66	66	66	67	"	"	0	"	
5	4	3	11.5	"	E. NE.	3	0	0	30.30	66	66	65	67	b. c.	"	2	"	
6	5	4	16.9	"	"	3	0	0	30.30	66	66	65	67	"	"	2	"	
7	4	6	27.4	"	"	3	0	0	30.31	67	67	65	67	"	"	4	"	
8	4	5	28.9	"	"	3	0	0	30.32	67	67	66	67	"	"	4	"	
9	4	1	30.0	"	NE. by E.	3	0	0	30.34	69	65	65	67	"	"	4	"	
10	4	4	34.4	"	NE.	3	0	0	30.36	69	66	66	67	"	"	4	"	
11	4	2	38.6	"	"	3.4	0	0	30.36	70	66	66	67	"	cir. cum.	7	"	
Noon.	4	1	42.7	"	NE. by N.	4	0	0	30.35	69	67	66	67	"	"	7	"	

75.1 Distance run by Log.

Course and distance made good since preceding noon by observations, *E by N 1/8 N* 80 knots. tenths.

Position at Noon:	Latitude by D. R.	40° 23' N. "
	Longitude by D. R.	14° 12' W. "
	Latitude by observations of ☉	40° 20' N. "
	Longitude by chronometer from Forenoon Observations of ☉	14° 21' W. "
Position at 3 A. M.	Latitude by <i>D. R. from Noon</i>	40° 36' N. "
	Longitude by <i>Observation</i>	14° 15' W. "
Position at 3 P. M.	Latitude by <i>D. R. from Noon</i>	39° 53' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i>	14° 33' W. "

Current during the time, 7 knots tenths per hour, setting to the *SE 1/4 E* 19° 49' W.

Deviation Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *SE 1/4 S*

Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, " *SE 1/4 S* 1° 10' W. "*Dev. used 20° 00' W.*

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 650 "

Coal consumed during the preceding 24 hours, tons — lbs.

Coal remaining on hand at Noon, 158 " 720 "

P. M.	1	7	44.4	SE 1/4 S	NE by N	4	0	0	30.34	67	66	65	67	b.c.	cir. cum.	9	S
	1	8	46.2	SE 1/4 S		4	0	0	30.33	69	67	66	67			8	"
	2	3	1	49.2	"	4	0	0	30.31	70	67	66	67	"		8	"
	3	3	3	52.4	"	4	0	0	30.30	70	68	67	67	"		7	"
	4	3	5	55.9	"	3.4	0	0	30.31	69	69	68	67	"		7	"
	5	3	5	59.4	"	3.4	0	0	30.39	68	68	67	67	"		8	"
	6	3	5	62.8	"	3.4	0	0	30.40	68	67	66	67	"	chur.	5	"
	7	3	5	66.2	"	4	0	0	30.42	67	66	66	67	"		8	"
	8	4	0	70.2	"	4	0	0	30.35	66	65	65	67	"		8	"
	9	4	0	74.2	"	4	0	0	30.35	67	65	65	67	"		8	"
	10	4	0	78.2	"	4	0	0	30.30	67	65	65	67	"		8	"
	11	4	2	82.3	"	4	0	0	30.30	67	65	65	67	"		8	"
Mid.	4	4	86.7	"	"	4	0	0	30.29	67	65	65	67	"		7	"

under the command of

Commander Louis Kingsley
Saturday, September 15

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and cool. Gentle breeze from N.E. by E. Barometer falling slowly. Ship on course S.W. $\frac{1}{4}$ S. (p.c.) Under all plain sail to royals, except flying jib, weather clew of mainsail and spanker. Apprentices at the wheel.

W. A. Paperton
Lieutenant U.S.N.

From 4 to 8 A.M.

Gentle breeze from E. N.E. Partly cloudy and pleasant. Smooth sea. At 4.30 set port studding sail and main and mizzen topmast staysails. Port watch scrubbed bags and hammocks. At end of watch under sails main and mizzen topmast staysails to royals except flying jib, weather clew of mainsail and spanker. Apprentices at the wheel.

Geo. R. Beach
Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear. Gentle to moderate breeze from N.E. by E. to N.E. by S. Course S.W. $\frac{1}{4}$ S. (p.c.) Under same sail as in preceding watch. Starboard watch scrubbed bags and hammocks. Apprentices at the wheel. By order of Commanding Officer H. Birch, App. 3rd class, was awarded two days solitary confinement on bread and water for willful disobedience of orders. Temperature of magazine 73° 73° forward, 67° 67° aft.

H. P. Russell
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fine weather. Gentle to moderate breeze from N.E. by S. Barometer falling slowly. Smooth sea. Hauled course at 12.30 to S.W. by S. Patent Log reading 44.4. At 1.15 set mizzen topsail. At 12.15 hauled down main and mizzen topmast staysail and hauled up mainsail. Found wet clothing and small store. Apprentices at the wheel. Picked up all bags.

George R. Evans
Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to moderate breeze from S.E. by S. Barometer rising. At 6.30 took in port lower studding sail and called all hands shorten sail; furl'd light sails and took eight reef in topsails then made sail to royals. The Quarterly Board of Inquiry condemned the following: 2nd class crewed men, marked O. H. Eggett & Co, Rochester, inspected by Board of Inspection, Jan. 1890. At end of watch under all square sail, except mainsail, with jib, on course S.W. by S. Apprentices at the wheel.

N. D. Lockman
Ensign U.S.N.

From 8 P.M. to Mid.

Clear cool and pleasant. Bright moonlight. Moderate breeze from N.E. by S. Barometer falling. Ship on course S.W. by S. (p.c.) Under same sail as at end of preceding watch. Apprentices at the wheel.

W. A. Paperton
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex Third Rate,

Making passage from Southampton, England to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force, in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4'.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.	4	5													
1	4	5	91.2	S. by E.	N. E. by N.	4	0	30.28	66	65	64	67	b.c.	circum.	4 S.
2	4	5	95.6	"	"	4	0	30.28	66	65	64	67	"	"	5 "
3	3	8	99.3	"	"	4	0	30.27	66	65	64	67	"	"	6 "
4	4	0	3.2	"	"	4	0	30.27	66	65	64	67	"	"	7 "
5	3	8	7.0	"	South	3	0	30.26	66	65	64	67	"	"	6 "
6	4	3	11.3	"	"	3	0	30.25	66	65	64	67	"	circum.	6 "
7	4	0	15.3	"	"	3	0	30.25	66	65	64	67	"	"	4 "
8	4	0	19.3	"	"	3	0	30.25	66	65	64	67	"	"	6 "
9	4	5	23.5	"	"	3.4	0	30.25	67	65	66	67	"	circum.	4 "
10	4	1	27.6	"	N. by E.	3.4	0	30.25	67	65	66	67	"	"	4 "
11	2	3	29.9	"	"	3	0	30.26	69	67	66	68	"	circum.	7 "
Noon.	2	4	32.2	"	"	3	0	30.27	69	68	68	68	"	"	8 "

90 7 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, S. by E. 1/2 E.

95 knots. tenths.

Position at Noon:	Latitude by D. R.	38° 52' N. "
	Longitude by D. R.	14° 54' W. "
	Latitude by observations of ☉	38° 50' N. "
	Longitude by chronometer from Forenoon Observations of ☉	14° 49' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	39° 03' N. "
	Longitude by Observations ☉	14° 50' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	38° 36' N. "
	Longitude by Chronometer from Afternoon Observations ☉	15° 02' W. "

Current during the time, 4 knots tenths per hour, setting to the S. by E. 1/2 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head S. by E. 1/2 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " " 19° 17' W. "

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 300 "

Coal consumed during the preceding 24 hours, tons 1700 lbs.

Coal remaining on hand at Noon, 157 " 1790 "

P. M.	1	0	33.2	S. by E.	N. N. E.	3	0	30.27	69	67	67	68	b.c.	circum.	8 S.
1	1	3	34.5	S. by E. 1/4 E.	"	3	0	30.27	70	68	68	68	"	"	8 "
2	2	1	36.6	"	"	3	0	30.28	70	72	65	68	"	"	8 "
3	2	0	38.0	"	"	3	0	30.27	70	72	65	68	"	"	7 "
4	2	2	40.0	"	"	3	0	30.27	70	72	65	68	"	"	8 "
5	2	0	41.5	"	"	2.3	0	30.25	69	70	64	69	"	circum.	6 "
6	1	8	42.7	"	"	2	0	30.25	68	68	64	69	"	"	4 "
7	1	0	42.9	"	N. N. E.	1.2	0	30.25	67	67	63	69	b.c. d.	circum.	2 "
8	1	0	42.9	"	N. E. by N.	1	0	30.26	66	66	62	69	o. d.	circum.	0 "
9	1	1	42.9	"	"	1	0	30.26	67	65	63	67	"	"	0 S.
10	0	8	42.9	"	"	1	0	30.26	67	65	63	67	"	"	0 "
11	0	0	42.9	"	Calms.	0	0	30.25	67	65	62	67	"	"	0 "
Mid.	0	0	-	Headed in No steering way	S. by E.	0.1	0	30.25	66	65	62	67	o.	"	0 "

under the command of

Commander Louis Kingsley
Sunday, September 16

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from N.E. by N. Fair and pleasant. Bright moonlight. Long swell from N.E. On course P.M. by P., under plain sail to royals except flying jib, main sail and spanker. Apprentices at the wheel.

From 4 to 8 A.M.

Clear. Gentle breeze from North. Course P.M. by P. Long swell from N.E. At 4.30 set studding sail, flying jib, main and mizzen topmast staysails and spanker. At end of watch under all sail except for topmast staysail and weather clew of main sail and gaff topsail. Apprentices at the wheel.

From 8 A.M. to Noon.

Fair. Gentle breeze from North to N.E. Rising barometer. Moderate long swell. At 9.30 held Divisional inspection and immediately after crowded to quarters. The Captain inspected the ship and crew at quarters. By order of the Captain, directed J. A. Daily, P. 6.4 c. to Lieut. H. J. Phelps B. N. 2 c. reported the expiration of his term of enlistment. Course P.M. by P. Under same sail as preceding watch except at about 10.30 hauled down main topmast staysail and took in spanker. Apprentices at wheel. Nothing in sight. Started fire under boiler A, for purpose of distilling. Temperature of magazines 73° 70°, forward, 67° 67°, aft.

From Noon to 4 P.M.

Partly cloudy; pleasant. Gentle breeze from N.E. Barometer rising. Long swell from N.E. At 12.30 changed course to P. P.M. 1/4 N.; patent log reading 33.2. At 1.10 all hands boys to get up their bags. At 3.35 commenced distilling with banked fire under boiler A. At end of watch under square sail to royals, except starboard clew of main sail with mizzen topmast staysail, jib, flying jib, starboard lower studding sail, on course P. P.M. 1/4 N. Apprentices at the wheel. William J. Phelps B. N. 2 c. was this day honorably discharged from the Naval Service by name of Expiration of his term of enlistment.

From 4 to 8 P.M.

Fair to cloudy with very light drizzling rain and mist last two hours. Light to gentle breeze from N.E., shifting to N.W., about 6.15 in a light drizzling rain, veering last hour back to N.E. by N. At 6.15 took in starboard lower studding sail, mizzen topmast staysail, and mizzen topsail. Moon rose at 7 o'clock. At end of watch ship on course P. P.M. 1/4 N. (p.c.) under all plain sail to royals except starboard clew of main sail and spanker. Distilling with fire banked fire under boiler A. Apprentices at the wheel.

From 8 P.M. to Midnight.

Light air from N.E. by N. first half, falling to calm, and coming out from P.E. near end of watch. Overcast with very light drizzling rain during greater part of watch. In north sea. Hauled up lee clew of main sail at 11.50. At end of watch under plain sail to royals except main sail and spanker. Hauled in patent log at 10.00 reading 42.9. No stowage way last two hours. Distilling with fire banked under boiler A. Apprentices at the wheel.

Examined and found to be correct.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Southampton, England to Funchal, Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temp. of Clear Sky, in Fahren.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at t'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.	16	0	8	Bound in.	S. 1/2 N.	S. E. by S.	1	0	0	30.24	66	65	63	67	o. c. m.	unit.	0	P.	
1	0	8			S. E. by S.	S. E.	1-2	0	0	30.20	66	65	63	67	o. c. d. m.		0		
2	1	0					1-2	0	0	30.16	65	65	63	67			0		
3	1	0					2	0	0	30.16	65	65	63	67	o. c. m.		0		
4	1	5					2	0	0	30.17	65	65	63	67			0		
5	2	0					2	0	3/4	30.17	65	65	63	67			0		
6	2	0		S. S. E. 1/4 N.			2	0	1/2	30.18	65	65	63	67			0		
7	3	0	43.0				2-3	0	1/2	30.18	65	65	63	67			0		
8	3	1	46.1	S. S. E. 1/2 N.			2-3	3	1/4	30.18	65	65	63	67			0		
9	3	5	49.6	S. E. 1/2 S.	S. E. by E.		3	2	1/2	30.20	67	67	65	69			0		
10	3	7	53.3	S. E. 1/4 N.	S. E.		3	2	1/2	30.21	68	68	66	70			0		
11	3	8	57.1	S. E. by N.			3	4	1/2	30.21	70	69	66	70	b. c.	circum.	6		
Noon.	3	1	60.2	N. S. E.	S. by E.		3	4	1/2	30.20	69	69	66	70	o. m. d.	unit.	0		

44.8 Distance run by log.

Course and distance made good since preceding noon by observations, *S. by N. 1/8 N.*

48 knots tenths.

Latitude by D. R.

38° 10' N. "

Longitude by D. R.

15° 15' W. "

Position at Noon: Latitude by observations of ☉

38° 05' N. "

Longitude by chronometer from Forenoon Observations of ☉

15° 13' W. "

Position at 8 A. M. Latitude by *D. R. from Noon*

38° 15' N. "

Longitude by *Observation*

15° 02' W. "

Position at 8 P. M. Latitude by *D. R. from Noon*

37° 53' N. "

Longitude by *Chronometer from Afternoon Observation*

15° 25' W. "

Current during the time, 5 knots tenths per hour, setting to the *S. by E. 1/4 E.*

Deviation of the Compass by Azimuth ☉ observed at , ship's head

0 " "

Deviation of the Compass by Azimuth ☉ observed at , "

0 " "

Water expended during the preceding 24 hours,

350 gallons.

Water *distilled* during the preceding 24 hours,

810 "

Water remaining on hand fit for use at Noon,

760 "

Coal consumed during the preceding 24 hours,

tons 2160 lbs.

Coal remaining on hand at Noon,

156 " 1870 "

P. M.																		
1	3	0	63.1	N. S. E. 1/2 N.	S. by E.	2	4	1/2	30.15	69	69	67	70	b. c.	unit.	1	S	
2	2	2	65.3	N. by S.	South	2-3	3	1/2	30.15	69	69	67	70	o. c. d.	..	0	..	
3	2	8	68.0	N. 1/2 S.	"	3	2	1/2	30.15	69	70	68	71	b. c. d.	cum. unit.	3	..	
4	2	0	69.3	N. by S.	"	2-3	2	1/2	30.15	70	70	69	71	"	"	3	..	
5	0	7	70.4	S. by N. 1/2 N.	N. by S.	2	1	1/2	30.15	72	70	68	71	"	"	2	..	
6	2	8	72.0	S. S. E. 1/4 N.	"	3	2	1	30.15	71	70	68	71	b. c.	"	3	..	
7	2	0	73.9	S. S. E. 1/4 N.	N. S. E.	2	1	1	30.14	72	70	68	71	"	cum.	4	..	
8	2	0	74.9	"	"	2	1	1	30.12	72	70	68	71	"	"	6	..	
9	2	2	76.3	"	"	2-3	0	1/2	30.14	71	69	67	71	"	cir. cum.	6	..	
10	2	1	77.5	"	"	2-3	0	1/2	30.15	71	69	67	71	b. c. w.	"	7	..	
11	2	0	77.8	S. S. E. 1/4 N.	N. by S.	2-3	0	1/2	30.15	71	69	67	71	"	"	8	..	
Mid.	2	0	78.0	S. 1/4 N.	West.	2-3	0	1/2	30.14	71	69	67	71	"	"	9	..	

under the command of

Commander Louis Kingsley
Monday, September 17

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy. Misty. Light drizzling rain part of second hour. Light air and breeze from S.E. by S. and S.E. At 12.30 set all staysails, mainmast and spanker. Course S. 4 N. 3/4 E. (p.c.) Under all sail except gaff and mizzen topsails. Distilling. Apprentices at the wheel.

J. Purcell

Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast, cloudy and damp. Light to gentle breeze from the S.E. Steady barometer. Smooth sea. Course S. 4 N. 3/4 E., until 7.00 when changed to S. 4 N. 1/2 W. Patent log reading 43.8. Put tack under same sail as preceding watch. Distilling. Apprentices at wheel. Nothing in sight.

George R. Collins,

From 8 A.M. to Noon.

E. Ensign U.S.N.

Cloudy, but pleasant. Gentle breeze from S.E. to S. by E. Barometer variable. At 9.00 clock released B. Buick App. 3.0, from confinement and restored him to duty by order of Commanding Officer, his term of confinement having expired. The Quarterly Board of Survey condemned and threw onboard 675 lb. bacon, mackerel, Flap and Perini Buttricks, inspected Jan. 1892. At 9.30 mustered and inspected crew at quarters and had following diller: From 9.35 to 10.30, instruction in seamanship, no parts of the ship by divisional officers; From 10.45 to 11.30, exercised starboard watch reefing mainmast. At 8.30 set gaff topsail. At 11.00 clock reefed mainmast. At 11.25 set main topsail. At end of watch under all sail (except single reef in mainmast and mizzen topsail) close hauled on port tack, heading N. 4 N. 1/2 W. Course S. 4 N. 3/4 E. Apprentices at the wheel. Distilling with fire banked under boiler. A. Williams Jolyn was selected as Coxswain for this year from this date.

N. A. Chapman

Ensign U.S.N.

From Noon to 4 P.M.

Cloudy, with very light drizzling rain. Light to gentle breeze from S. by E., rising to Smith. Course S. 4 N. 3/4 E. (p.c.) The 3rd period, the apprentices of watch on deck were instructed in the lead of the running gear; 4th period, the starboard watch had gunnery and the 5th period both watches had gymnastics. At 2.45 took in main topsail. At 1.30 a Spanish Ceomaphoride Ruiz passed astern of us standing to the N.W. and S.W. At end of watch ship by the wind on port tack under all topmast staysails and all plain sail to royals, except single reef in mainmast. Distilling with fire banked under boiler. Apprentices at the wheel.

W. B. Caperton

Lieutenant U.S.N.

From 4 to 8 P.M.

Gentle to light breeze rising suddenly about 4.30 from Smith to N. by N. and N. 4 N. taking the sails aback. Fair and pleasant. Smooth sea. From 4.30 to 7.20. Ship by the wind on starboard tack. At end of watch on course S. 4 N. 3/4 E. under all staysails mizzen gaff topsail and plain sail to royals except a single reef in the mainmast. At 6.10 called all hands, and received at reefing topsails. Took a single reef in the topsails and then made sail to royals. Distilling with fire banked under boiler. Apprentices at the wheel.

Frank C. Green

Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Belling clear. Light to gentle breeze from N. 4 N. to West. By the wind had part. Course S. 4 N. 3/4 E. Under same sail as in preceding watch. Apprentices at the wheel. Distilling. Bright moonlight.

J. Purcell

Lieutenant U.S.N.

Examined and found to be correct.

J. B. Moulton,

Lieutenant U.S.N. Navigator.

Ship Essex

Third Rate,

Making passage from Southampton, England to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Parts of 10.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 5'.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	1	5	79.0	Twch	04. SW.	1-2	0	3/4	30.12	71	70	68	71	b.c.	cir. cum.	3	8		
	2	1	0 79.1	3/4 E.	"	1	0	3/4	30.10	71	70	68	71	"	"	5	"		
	3	1	0 79.3	3 1/2 E.	"	1	0	3/4	30.07	71	69	68	70	b.c. d.	cum. ambl.	2	"		
	4	1	5 80.0	3 1/2 E.	Twch	1	0	3/4	30.07	71	69	68	70	b.c.	cir. cum.	6	"		
	5	1	0 80.7	3 1/4 E.	"	1	0	1	30.06	71	69	68	70	"	sunbl.	5	"		
	6	0	5 80.9	3 E. 1/2 E.	3/4 by E.	1	0	1	30.07	71	69	68	70	"	"	5	"		
	7	1	0 81.5	3 E. by E.	"	1	0	1	30.08	72	70	69	70	"	"	5	"		
	8	1	0 82.3	3 E.	3/4	1	0	1	30.08	72	70	69	70	"	cum.	5	"		
	9	2	2 83.9	3 E. 1/4 E.	3/4 by E.	2	1	3/4	30.10	72	70	68	70	"	"	5	"		
	10	2	2 86.1	3 E. 1/2 E.	"	2	1	1 1/2	30.12	72	71	69	70	"	"	5	"		
	11	1	0 86.3	3 E. by E.	3/4	2-3	1	4	30.12	73	71	69	70	"	"	5	"		
Noon.	3	4	89.3	3 E. 1/4 E.	"	3-4	2	3/4	30.12	74	74	71	71	"	"	5	"		

43. 1 Distance run by log

Course and distance made good since preceding noon by observations, 3 5/8 E. 33 knots. tenths.

Position at Noon: Latitude by D. R. 37° 36' N.
 Longitude by D. R. 15° 04' W.
 Latitude by observations of ☉ 37° 35' N.
 Longitude by chronometer from Forenoon Observations of ☉ 15° 09' W.

Position at 3 A. M.: Latitude by Chronometer from Noon 37° 38' N.
 Longitude by observation of ☉ 15° 14' W.

Position at 3 P. M.: Latitude by Chronometer from Noon 37° 30' N.
 Longitude by Chronometer from Afternoon observation of ☉ 14° 21' W.

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head 3/2 E. by 1/2 E. 18° 53' W.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., " 2° 42' E. " Can used 19° 00' W.

Water expended during the preceding 24 hours, 350 gallons.

Water distilled during the preceding 24 hours, 912 "

Water remaining on hand fit for use at Noon, 1322 "

Coal consumed during the preceding 24 hours, 1 tons/000 lbs.

Coal remaining on hand at Noon, 153 " 870 "

P. M.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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36. 0

under the command of

Commander Louis Kingsley
Tuesday, September 18

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and bright moonlight first part, clouding up partially latter part. Barometer falling. Smooth sea. Light air from N. N. W. until last hour when from West. Course S. 30° 1/4 W. By the wind on the starboard tack under all sail except mizzen topsail and main topsail. Apprentices at the wheel. Distilling. Nothing in sight.

Serge R. Evans.

From 4 to 8 A.M.

Cloudy and threatening at first with falling barometer. Clearing during last two hours of watch, with rising barometer. Light air from West to S. W. At 4.45 took in mizzen, main and mizzen topsails and flying jib. At end of watch under plain sail to topgallant sails, heading S. E. Course S. 30° 1/4 W. Apprentices at wheel. Distilling with banked fires under boilers. Fought a square rigged vessel on port beam, heading South.

Ensign W. F. N.

N. T. Colman.

From 8 A.M. to Noon

Fair and pleasant weather. Light increasing to moderate breeze from S. W. by S. evening to S. W. At 9.30 mustered at quarters: 1st and 2nd platoons the apprentices of the forecabin and afterguards were exercised at loosing and furling the light sails and the fore topsail and main topsail were exercised at successively passing reef earrings on the topsails until each one had passed a reef earring. One sail in sight on port bow standing to the Eastward. Course S. 30° 1/4 W. (p.c.) At end of watch ship by the wind on the starboard tack under fore topsail staysail and plain sail to topgallant sails, except a single reef in the mainsail. Distilling with fires banked under boilers. Apprentices at the wheel. By order of Commanding Officer, W. Johns was rated from Seaman, to Boatman's Mate 2 class. Tested magazine flood cocks and found them in working order. Temperature of magazines 73°-75° forward, 65°-65° aft.

W. H. Rapertow.

From Noon to 4 P.M.

Grizzle to moderate breeze from S. W. by S. hauling to S. W. last hour. Fair and pleasant. Smooth sea. Blue hauled on starboard tack under fore topsail staysail and plain sails to topgallant sails except a single reef in the mainsail. During 3rd period, 1.15 to 2.15, instructed all apprentices in sailing square and compass; 4th period 2.30 to 3.15, gunnery; 5th period, 3.30 to 4.00, port watch in gymnastics and hearing the log. Distilling with fires banked under boilers. Apprentices at the wheel.

George C. Beach.

From 4 to 8 P.M.

Clear. Moderate breeze from S. W. Course S. 30° 1/4 W. At 6.00 closed topgallant sails and took two reefs in topsails. Distilling. Apprentices at the wheel. At end of watch by the wind under jib, fore topsail staysail, double reefed topsails, courses with single reef in mainsail, main topsail and spanker.

Ensign W. F. N.

J. H. Purcell.

From 8 P.M. to Mid.

Fair first part, cloudy latter part. Moderate breeze from S. W. by S. Barometer about steady. Smooth sea. Heavy dew. Course S. 30° 1/4 W. under same sail as preceding watch, except at 9.00 took in main topsail, on starboard tack making about S. E. by E. Apprentices at the wheel. Nothing in sight. Distilling. Lightning to N. W. between 10.00 and 11.00.

George R. Evans.

Ensign W. F. N.

Examined and found to be correct.

J. B. Elliott,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Southampton, England to Funchal, Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 6.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.																			
1	1	5	22.3	S ½ E.	S by E.		5	4	1	30.10	71	69	68	70	b.c. w. g.	cum. cum.	4	S	
2	2	0	24.9	"	"		5	3	1	30.10	71	69	68	70	"	"	5	"	
3	2	5	26.1	"	"		5	3	1	30.09	71	69	68	70	b.c. g. w. l.	cum.	1	"	
4	2	0	27.8	"	"		5	3	1	30.07	71	69	68	70	"	dis. cum.	8	"	
5	2	6	30.4	S E. by E.	S. S. E.		5	3	3	30.06	71	69	68	70	b.c.	cum. cum.	7	M.	
6	2	2	32.6	S E. ½ E.	"		5	3	3	30.05	71	69	68	70	"	"	6	"	
7	1	8	34.2	S E. ¾ E.	"		5	3	3	30.05	72	70	69	70	"	"	5	"	
8	2	2	35.5	"	"		5	3	3	30.08	72	70	69	70	"	"	5	"	
9	2	0	37.2	S E. ½ E.	"		4	3	3	30.09	72	70	69	70	"	"	3	b.	
10	2	0	38.8	S E. by E.	S. by E.		5	3	3	30.10	72	70	69	70	"	cum. cum.	2	"	
11	1	0	39.2	"	"		5	3	3	30.11	72	70	69	70	"	"	5	"	
Noon.	2	8	41.8	"	"		5.6	4	3	30.11	72	70	69	70	"	"	2	"	

60.6 Distance run by Log.

Course and distance made good since preceding noon by observations, S $\frac{1}{4}$ N.

77 knots. tenths.

Latitude by D. R.

37° 32' N. "

Longitude by D. R.

13° 51' W. "

Position at Noon: Latitude by observations of ☉

37° 44' N. "

Longitude by chronometer from Forenoon Observations of ☉

13° 29' W. "

Position at 3 A. M. Latitude by D. R. from Noon

37° 42' N. "

Longitude by observation ☉

13° 38' W. "

Position at 3 P. M. Latitude by D. R. from Noon

37° 54' N. "

Longitude by Chronometer from Afternoon observation ☉

13° 24' W. "

Current during the time, 21 knots tenths per hour, setting to the N. E. by E.

Deviation of the Compass by Azimuth ☉ observed at ship's head

0° 1'

Deviation of the Compass by Azimuth ☉ observed at "

0° 1' "

Water expended during the preceding 24 hours,

387 gallons.

Water distilled during the preceding 24 hours,

900 "

Water remaining on hand fit for use at Noon,

1835 "

Coal consumed during the preceding 24 hours,

1 tons 640 lbs.

Coal remaining on hand at Noon,

152 230 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 6.	Air by Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
1	3	5	45.9	S E. by E.	S. S. E.	5.6	4	2	30.11	72	70	69	70	b.c.	cumulus	2	b.
2	2	5	46.2	"	"	5.6	3	2	30.11	71	70	68	70	b.c. p.	cum.	2	"
3	1	2		S E. $\frac{1}{2}$ E.	"	5.7	3	8	30.10	71	69	68	70	b.c. g. p.	"	1	M.
4	1	2		"	"	4.6	3	8	30.07	71	69	68	69	"	"	2	"
5	0	8		"	"	3.5	3	9	30.08	69	67	66	69	"	"	1	"
6	0	8		S E.	"	3.5	3	9	30.09	69	67	66	69	"	cum. w. l.	1	"
7	0	8		S E. by E.	"	3.5	3	8	30.10	68	67	65	69	b.c. g. w.	"	2	"
8	0	8		S E. by E.	S. S. E.	3.6	3	6	30.10	68	67	65	69	b.c. g. w.	"	7	"
9	1	5		S E. $\frac{1}{2}$ E.	S. by E.	5	3	5	30.10	68	67	65	69	b.c. g. p.	"	0	"
10	1	5		S E. by E.	S. S. E.	4	3	5	30.10	67	66	65	69	b.c. g. w.	"	3	"
11	1	5		"	"	4	3	5	30.10	69	72	70	69	b.c.	"	7	"
Mid.	1	5		S $\frac{1}{2}$ E.	"	4	3	5	30.10	69	72	71	69	"	cum. w. l.	8	"

17. 6

4-265

under the command of

Commander Louis Kingsley
Wednesday, September 17.

, U. S. Navy,
18 94.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and damp. Bright moonlight. Wind flying across sky from S.W. Stiff breeze from S.W. by S. Barometer falling slightly. At end of watch under jib, foresail, single reefed mainsail, spanker and double reefed topsails, heading S.E. by E. $3\frac{1}{4}$ E. Course S.W. $\frac{1}{4}$ S. Apparents at wheel. Distilling with banked fire under boiler A.

N. P. Colman
Ensign U.S.N.

From 4 to 8 A.M.

Fair and damp. Stiff breeze from S.W. Sails pressing over rapidly from S.W. Course S.W. $\frac{1}{4}$ S. Moderate swell from S.W. At end of watch, ship by the wind on starboard tack under same sail as in preceding watch. Distilling with fire banked under boiler A. Apparents at wheel.

W. H. Robertson
Lieutenant U.S.N.

From 8 A.M. to Noon.

Stiff to fresh breeze from S.W. and S. by W. Cloudy choppy irregular sea. Mustered crew at quarters at 7.30. Exercised at shifting main topsail and jib. At end of watch on starboard tack under jib, for topmast staysail, foresail, single reefed mainsail, spanker and double reefed topsails. Distilling with fire banked under boiler A. Apparents at the wheel. Temperature of magazine forward, 78° 75°, aft 67° 67°.

George R. Coates

From Noon to 4 P.M.

Cloudy. Passing showers. Equally. Moderate to stiff breeze from S.W. blowing fresh and very fresh in squalls. Under same sail as in preceding watch until 1.30 P.M. when called shortensail. Took close reef in main topsail, then took in and furlled all square sails; hauled down jib and for topmast staysail and hoisted for storm staysail. Lay to under for storm staysail, main topsail and spanker. At 2.45 hauled down for storm staysail. At 1 P.M. but storm sails. Course changed to S.W. $\frac{1}{4}$ S. Distilling. Apparents at the wheel. Choppy sea increasing to moderate sea by end of watch. Ship riding easy.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast, cloudy, rainy and squally until last hour, when commenced to clear. Gentle to stiff breeze in occasional squalls, accompanied by heavy rain from S.W. until about 6.50 when after a fresh rain squall, wind shifted gradually to N.W. At 7.00 set foresail and jib. Otherwise under same sail as preceding watch. Laying to, coming up and falling off between S.E. by E. and South. Moderate long swell from the N.W. by W. Apparents at the wheel. Distilling. Nothing in sight.

George R. Coates.

From 8 P.M. to Midnight.

Overcast, squally, with rain first two hours. Clearing during latter part with bright moonlight. Moderate to stiff breeze from N. by N. to N. S.W. Barometer steady. Ship rolling considerably to moderate swell from N.W. At end of watch under jib, foresail main topsail and spanker. Laying to, on starboard tack, heading S.W. by E. Course S.W. $\frac{1}{2}$ S. Apparents at wheel. Distilling with banked fire under boiler A.

N. P. Colman
Ensign U.S.N.

Examined and found to be correct.

Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex Third Rate,

Making passage from Portsmouth, England to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. air'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.	7	6																
1	1	2	Beated	T. by E.	T. by N.	4	3	5	30.11	69	68	66	69	b.c.	cum.	8	M.	
2	1	2		T. E.	N. T. N.	4	3	5	30.11	69	68	67	69	"	"	7	"	
3	0	8		"	"	3-4	0	5	30.11	70	68	67	69	"	"	5	"	
4	1	0		"	"	3-4	0	5	30.12	70	68	67	69	"	"	3	"	
5	1	0		T. 1/4 E.	"	3-4	0	5	30.13	70	68	67	69	"	"	4	"	
6	1	0		"	"	3	0	5	30.13	70	68	67	69	"	cir. cum.	4	"	
7	1	0		T. 1/2 E.	"	3	0	5	30.15	70	68	67	69	"	"	4	"	
8	1	0		T. by E.	T. N. by N.	3	0	5	30.15	71	69	68	69	"	"	4	"	
9	1	5		"	"	4-6	0	5	30.17	70	68	67	69	b.c.g.p.	cir. cum.	4	"	
10	1	0		T. E. by S.	T. N.	4	0	5	30.18	69	66	65	70	b.c.	cum. strat.	6	"	
11	3	8	48.3	T. T. E. 1/2 E.	T. N. by N.	4	2	1/2	30.21	70	68	66	70	"	cir. cum. strat.	7	"	
Noon.	4	0	52.3	T. E. 1/2 S.	T. N.	4	2	1/2	30.20	71	69	67	70	"	"	7	"	

37. Distance run by log

Course and distance made good since preceding noon by observations, *T. by E. 1/2 E.* 39 knots. tenths.

Position at Noon:	Latitude by D. R.	37° 46' N. "
	Longitude by D. R.	12° 50' W. "
	Latitude by observations of ☉	37° 25' N. "
	Longitude by chronometer from Forenoon Observations of ☉	12° 49' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	37° 30' N. "
	Longitude by <i>observation</i>	13° 01' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	37° 13' N. "
	Longitude by <i>chronometer from Afternoon Observation</i>	12° 19' W. "

Current during the time, 2 1/2 knots tenths per hour, setting to the *T. N.*

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at " 0 "

Water expended during the preceding 24 hours, 370 gallons.

Water distilled during the preceding 24 hours, 954 "

Water remaining on hand fit for use at Noon, 2419 "

Coal consumed during the preceding 24 hours, 1 tons 4 60 lbs.

Coal remaining on hand at Noon, 150 " 20 10 "

P. M.																
1	4	2	56.5	<i>T. E.</i>	<i>T. by S.</i>	4	2	3/4	30.18	71	71	68	70	b.c.	cir. cum.	6. M.
2	4	7	61.2	<i>T. by S.</i>	<i>T. by S.</i>	4	2	3/4	30.17	70	70	67	70	b.c.d.	cum. strat.	3 "
3	2	5	63.5	<i>T. 1/2 S.</i>	"	4	2	3/4	30.17	71	71	67	70	"	"	3 "
4	4	5	64.8	<i>T. 1/4 S.</i>	"	4	2	3/4	30.17	71	71	69	70	b.c.	"	3 "
5	5	0	72.8	<i>T. 1/2 S.</i>	"	4	2	1	30.18	71	70	67	70	"	cir. strat.	8 "
6	5	2	78.0	<i>T. by S.</i>	"	4	2	1	30.19	71	69	67	70	"	"	8 "
7	4	3	82.2	"	"	4	2	1	30.21	71	69	68	70	"	"	8 "
8	3	1	85.3	<i>N. N.</i>	"	4	2	1	30.23	70	69	68	70	"	"	7 "
9	4	0	89.1	<i>N. N. 1/4 N.</i>	"	4	4	1	30.25	70	69	68	70	"	cum. strat.	6 "
10	4	4	93.5	<i>N. N. 3/4 N.</i>	"	4	6	1	30.25	70	69	68	70	"	"	7 "
11	3	4	96.9	<i>N. N. by N. 1/2 N.</i>	<i>T. by S.</i>	4	6	1	30.25	70	69	68	70	"	cir. cum. strat.	6 "
Mid.	3	1	100.0	"	"	4	5	1	30.25	70	69	68	70	b.c.w.	"	7 "

48. 4

6-265

under the command of

Commander Louis Kingsley
Thursday, September 20

, U. S. Navy,

1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear first part cloudy latter part of watch. Gentle to moderate breeze from S.W. by W. and W. S.W. Moonlight. Ship rolling occasionally to moderate swell from S.W. At end of watch lying to, on starboard tack under jib foresail, main trysail and spanker. Distilling with fire banked under boilers. Course S.W. $\frac{1}{2}$ W. Apprentices at the wheel.

From 4 to 8 A.M.

Moderate to gentle breeze from W. S.W. and S.W. by W. Partly cloudy and pleasant. Moderate swell from S.W. and W. Under same sail as in preceding watch. Distilling with fire banked under boilers. Apprentices at the wheel.

W. R. Caperton
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Moderate breeze from S.W. and S.W. by W. Fresh rain squall first hour. At 9.30 mustered at quarters and immediately afterwards called. All hands make sail. Made sail to royale. At end of watch under all sail except staysails, and single reef in mainsail. Exercised and instructed apprentices, 2nd period as follows: 1st and 3rd Divisions, small arms. 2nd and Grover Divisions, signals. Distilling apprentices at the wheel. Course S.W. $\frac{1}{2}$ W. One sail in sight during watch. Temperature of magazine 73° 70° forward, 70° 70° aft.

Geo. R. Beck
Lieutenant U. S. N.

From Merid. to 4 P.M.

Partially cloudy with squally appearances to Westward all through watch. Moderate sea. Moderate breeze from S.W. by S. to S.W. Steady barometer. Course after 12.30 S.W. by W. Under plain sail to royale, by the wind on starboard tack, making about S.E. Oubut stow staysails and sent them below. Instructed apprentices of watch 3rd period, in Signals; 4th period, Company drill. Company Distilling. Apprentices at the wheel. One sail in sight about 2 points abeam weather beam, hull down.

H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Moderate breeze from S.W. Barometer rising. At 6.45 called all hands tack ship, the ship failed to go about, worn ship came by the wind on port tack at 7.10, pitch by reading 82.2. Bauld down main trysail and gaff topsail at 6.45. At 4.30 hoisted for topmast staysail. At end of watch under plain sail to royale, on port tack, heading S.W. Course S.W. by W. Apprentices at the wheel. Distilling.

George R. Gouss,

Ensign U. S. N.

From 8 P.M. to Night.

Generally clear and pleasant. Moderate breeze from S.W. and S.W. by S. Course S.W. by W. (S.W. by S). Ship pitching to moderate swell from N. N.W. Moon rose at 8.45. At 9.30 took in and furled royale, banded down and stowed flying jib. At end of watch ship by the wind on port tack under for topmast staysail and all plain sail to topgallant sails, except single reef in mainsail. Distilling with fire banked under boilers. Apprentices at the wheel.

N. P. Colman
Ensign U. S. N.

W. R. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES *Ship Essex.* *Third* Rate,
Making passage from Southampton, England, to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Force of Gale, Sky, in fath.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	3	0	2.8	N. W. 1/2 N.	N. E. 1/4 E.	4	5	1	30.25	71	69	68	70	b.c.	cir. cum.	7	M.	
2	4	0	6.8	"	"	4	5	1	30.23	70	69	68	69	"	"	6	"	
3	4	2	11.0	"	"	4	5	1	30.23	70	69	68	69	"	cum.	6	"	
4	4	1	15.1	"	"	4	5	1	30.23	70	69	68	69	"	"	3	"	
5	4	0	19.1	N. W. by N.	"	4	3	1	30.20	70	69	68	69	"	cum. strat.	2	"	
6	3	2	22.3	N. W. 1/4 N.	"	3-4	3	1	30.20	70	69	68	69	"	"	4	"	
7	2	8	24.7	"	"	3-4	3	1	30.22	71	70	69	69	"	"	5	"	
8	1	3	26.4	N. by N. 1/2 N.	N. by E.	3	3	1	30.22	71	70	69	69	"	"	6	"	
9	1	6	27.8	S 1/4 N.	West	3	3	1	30.28	72	69	67	69	"	"	7	"	
10	1	4	29.2	S 1/4 N.	N. by E.	3	3	1/2	30.28	72	69	67	69	"	"	7	"	
11	2	5	31.4	S by E 1/2 E.	N. E. 1/4 E.	3	3	1	30.28	72	70	68	69	"	cum.	7	"	
Noon.	3	2	34.3	S 1/4 E.	N. by E.	3	3	1	30.28	73	71	69	69	"	"	7	"	

§ 3. Distance run by Patent log.

Course and distance made good since preceding noon by observations, N. W. 1/2 N. 12 knots. tenths.

Position at Noon: { Latitude by D. R. 37° 03' N. "
 Longitude by D. R. 12° 53' W. "
 Latitude by observations of ☉ 37° 30' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 12° 59' W. "

Position at 3 A. M. { Latitude by D. R. from Noon 37° 37' N. "
 Longitude by observation ☉ 13° 05' W. "

Position at 3 P. M. { Latitude by D. R. from Noon 37° 39' N. "
 Longitude by Chronometer from Afternoon Observation ☉ 13° 05' W. "

Current during the time, 6 knots tenths per hour, setting to the S 1/4 W.

Deviation of the Compass by Azimuth ☉ observed at ship's head 0°

Deviation of the Compass by Azimuth ☉ observed at " 0°

Water expended during the preceding 24 hours, 350 gallons.

Water distilled during the preceding 24 hours, 581 "

Water remaining on hand fit for use at Noon, 2650 "

Coal consumed during the preceding 24 hours, tons 2070 lbs.

Coal remaining on hand at Noon, 149 " 2180 "

P. M.																			
1	2	0	35.8	S 1/2 E.	N. by E.	3	3	0	30.29	73	72	69	70	b.c.	cir. cum.	7	M.		
2	3	0	36.1	N. E. 1/4 N.	S. by E.	3	3	1	30.29	73	72	69	70	"	"	7	"		
3	2	5	41.3	"	"	3	3	1	30.29	74	73	70	70	"	mult.	4	"		
4	2	0	42.8	N. W.	"	3	3	1	30.28	72	72	70	70	"	"	4	"		
5	1	5	44.3	N 1/2 E.	N. N. E.	2	3	1	30.25	71	70	67	70	b.e.g.	"	6	"		
6	1	6	45.9	N by E.	N. by N.	2	3	1	30.23	71	70	68	69	b.c.w.	cir. strat.	8	"		
7	1	0	46.5	"	"	1-2	3	1	30.24	70	70	68	69	"	"	8	"		
8	1	5	47.8	N 1/2 N.	"	2	3	1	30.26	70	70	68	69	"	"	8	"		
9	1	6	48.5	N. N. E.	"	2	3	1	30.27	70	70	68	69	b.c.	"	8	"		
10	1	6	48.6	N by N 1/2 N.	N. by E.	2	3	2	30.27	70	70	68	69	"	"	9	"		
11	1	6	48.8	N. N. E.	"	2	3	2	30.26	70	70	68	69	"	"	9	"		
Mid.	1	5	49.6	"	"	2	3	2	30.25	70	69	68	69	"	"	8	"		

under the command of

Commander Louis Kingsley
Friday, September 21

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from N. E. W., steady in force and direction. Clear, with bright moonlight. Partly cloudy last hour. Moderate swell from E. d. Blue hauled on port tack under fore topmast stayrail and plain sail to topgallant sails, except a single reef in the mainsail. Stopped distilling at 1.15. Apprentices at the wheel.

From 4 to 8 A.M.

Cloudy to clear. Gentle to moderate breeze from N. by E. to N. E. W. Course N. E. by E. At 7.20 set royals and flying jib. At end of watch under all plain sail to royals with single reef in mainsail. At 7.45 won ship to S. and E. d. Apprentices at the wheel. Baked fire under boiler A. Lighted on sail during watch.

From 8 A.M. to Merid.

Fine weather. Gentle breeze from West to N. E. W. Barometer steady. Moderate sea from the Westward. Course N. E. by E. Under same sail as preceding watch, by the wind on the starboard tack averaging about 5 by 6 (ps) At 9.30 mustered and inspected at quarters, after which cleared ship for action and went to General Quarters. Time 9.36 called clear ship for action, 9.47 all ready; 9.50 answered to General Quarters. Time ready as follows: Forward Powder 1.30; After Powder 1.50; 2nd Division, 2.30; 3rd Division, 2.35; 1st Division, 2.35; Navigator Division, 2.35. Commenced action at 9.55; at 10.05 ceased. At 10.19 went to General Quarters, all Divisions reported in 2 minutes; ceased at 10.25. Distilling with fire baked under boiler A. Cleared and disinfecting Engineers' bilges. Apprentices at wheel. Nothing in sight. Cold bedding. Temperature of magazines 73° 73° forward, 71° 71° aft.

From Merid to 4 P.M.

Clear and pleasant. Gentle to moderate breeze from N. by E. to N. E. W. Barometer steady. Long swell coming up from N. E. At 12.30 won ship and came by the wind on port tack heading N. E. by E. patent log reading 35.8. At 12.50 furled royals and stowed flying jib. At 2.00 clock payed down and bidding; called Divisions to quarters and inspected bidding of apprentices. At end of watch under plain sail to topgallant sails, except single reef in mainsail, also baked, heading N. E. Distilling. Apprentices at wheel.

From 4 to 8 P.M.

Clear and damp. Light passing rain squall from N. E. W. about 4.10, after which it cleared off. Light breeze from N. E. W. and N. by E. Course N. E. by E. (ps) At 4.10 cleared up topgallant sails and took in mizen gaff topsail and mainsail to a squall and at 4.30 set topgallant sails and mainsail. At 6.10 cleared up topgallant sails and took single reef in topsails after which shook out reefs and set topgallant sails again. At end of watch, ship by the wind on port tack under fore topmast stayrail and plain sail to topgallant sails, except single reef in mainsail. Stopped distilling at 4.15 and allowed fire to die out under boiler A. Apprentices at the wheel. One sail in sight during watch.

From 8 P.M. to Mid.

Light breeze from N. by E. and N. by S. Clear and pleasant. Moon rose at 9.50. Passed near a buoy standing to the S. W. on starboard tack, between 9.30 and 10.00. Blue hauled on port tack under same sail as at end of preceding watch. Apprentices at the wheel.

Examined and found to be correct.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Southampton, England to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	1	2	2	51.3	<i>N by E 1/2 E.</i>	<i>Ok. by S.</i>	3	3	3/4	30.27	70	69	68	69	<i>b.w.</i>	<i>none</i>	10	<i>S.</i>
	2	2	2	52.6	<i>N by E 1/2 E.</i>	"	3	3	3/4	30.27	70	69	68	69	<i>b.c.w.</i>	<i>cir.cum.</i>	7	"
	3	1	8	53.4	<i>N by E 3/4 E.</i>	"	3	3	3/4	30.27	70	69	68	69	<i>b.w.</i>	<i>none</i>	10	"
	4	1	7	53.6	<i>N.W.</i>	"	2	2	3/4	30.26	70	69	67	69	"	"	10	"
	5	1	2	53.8	"	"	2	2	1/4	30.23	70	69	69	69	"	"	10	"
	6	1	0	54.1	<i>N.N.W. 1/2 E.</i>	"	2	2	1/4	30.23	70	69	69	69	<i>b.c.</i>	<i>cum.</i>	9	"
	7	1	0	54.2	<i>N.W.</i>	<i>Ok. S.W.</i>	2	2	1	30.23	70	69	69	69	"	<i>cir.cum.</i>	9	"
	8	0	8	54.3	<i>N.W. 1/2 E.</i>	<i>S.W. by E.</i>	2	2	1	30.24	69	69	68	69	"	"	8	"
	9	0	5	54.4	<i>N.W.</i>	<i>Ok. S.W.</i>	2	2	2	30.27	70	69	68	70	"	<i>cum.</i>	9	"
	10	0	5	54.4	"	"	1-2	2	3	30.27	72	70	68	70	"	"	9	"
	11	0	5	54.9	<i>N.W. 1/2 E.</i>	<i>S.W. by E.</i>	1-2	2	3	30.27	71	70	68	70	"	"	9	"
Noon.	0	2	8	56.7	<i>S.W. 1/4 E.</i>	<i>S.W.</i>	2	0	0	30.27	74	72	70	70	"	"	9	"

37 Distance run by log

Course and distance made good since preceding noon by observations, *N.N.W. 1/4 E.* 27 knots. tenths.

Position at Noon: Latitude by D. R. 37° 05' N. "
 Longitude by D. R. 13° 09' W. "
 Latitude by observations of ☉ 37° 05' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 13° 07' W. "

Position at 8 A. M.: Latitude by *D. R. from Noon* 37° 05' N. "
 Longitude by *Observation* 13° 05' W. "

Position at 8 P. M.: Latitude by *D. R. from Noon* 37° 08' N. "
 Longitude by *Chronometer from Afternoon Observation* 13° 04' W. "

Current during the time, 4 1/2 knots tenths per hour, setting to the *S.E. 1/4 E.*

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head *S.W. 1/4 E.* 17° 05' W.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., " " 025° W. " *Can. used 18° 46' W.*

Water expended during the preceding 24 hours, 400 gallons.

Water *distilled* during the preceding 24 hours, 200 "

Water remaining on hand fit for use at Noon, 2450 "

Coal consumed during the preceding 24 hours, 2 tons 560 lbs.

Coal remaining on hand at Noon, 147 " 1620 "

P. M.	1	2	3	4	5	6	7	8	9	10	11	Mid.				
	2	6	7	59.4	62.0	67.1	72.8	77.8	82.5	86.4	89.8	93.1	96.8	100.4	3.9	7.1
				<i>S.W. 1/4 E.</i>	<i>S.W. 1/2 E.</i>	"	"	"	"	"	"	"	"	"	"	"
				<i>S.W.</i>	<i>S.W. by W.</i>	"	"	"	"	"	"	"	"	"	"	"
				2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3
				25-20	25-20	25-20	25-20	25-20	25-20	25-20	25-20	25-20	25-20	25-20	25-20	25-20
				0	0	0	0	0	0	0	0	0	0	0	0	0
				30.27	30.27	30.27	30.25	30.23	30.22	30.22	30.21	30.22	30.22	30.22	30.19	30.19
				74	74	74	75	75	75	75	75	75	75	75	75	75
				71	71	71	71	71	71	71	71	71	71	71	71	71
				70	70	70	70	70	70	70	70	70	70	70	70	70
				<i>b.c.</i>	<i>cum.</i>	"	"	"	"	"	"	"	"	"	"	"
				4	8	8	9	9	9	9	9	9	9	9	9	9
				<i>S.</i>	"	"	"	"	"	"	"	"	"	"	"	"

under the command of

Commander Louis Kingsley
Saturday, September 22

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Light to gentle breeze from N. by E. Louse 10 by 10. Under same sail as in preceding watch. Apprentices at the wheel.

J. H. Purcell

From 4 to 8 A.M.

Fine weather. Light breeze from N. by E. to 10 by 10. Barometer steady. Gentle swell from about N. 4 by 10. Louse 10 by 10. Under same sail as preceding watch, exception noted. In port tack making about 4 by 10. average crew (p.c.) At 7.30 hauled up mainsail and short reef out and fuiled. Started fire under boilers C and D. Began hoisting smoke pipes. At end of watch a bark in sight, on weather bow, standing to the S. and E. on starboard tack. Distant about four (4) miles. Apprentices at the wheel.

George R. James,

From 8 A.M. to Merid.

Fair, cloudy weather. Light air to light breeze from N. 10 by 10. Barometer steady. Finished cleaning ship. Hoisted smoke stack; got coon on main yard and at 11.10 called all hands, shortened sail. Curled sails and sent down topgallant and royal yards. At 11.30 started ahead with engine with steam under boilers F. & D. on course 10 1/2 by 10. Apprentices at wheel. Log swell from N. 4 by 10. Temperature of magazines 73° 73° forward, 71° 71° aft.

E. Ensign U.S.N.

From Merid. to 4 P.M.

Clear and pleasant. Light to gentle breeze from 10 by 10. veering to 10 by 10. Ship under steam alone, fire under two boilers C and D, on course 10 1/2 by 10 (p.c.), until 12.35 when it was changed to 10 1/2 by 10 (p.c.) Two sail in sight during watch. Ship rolling moderately to long swell from N. 4 by 10. Apprentices at the wheel. Average steam 55 lbs. Revolution 34.

W. D. Johnson
Ensign U.S.N.

W. A. Chapin

From 4 to 8 P.M.

Gentle to moderate breeze from 10 by 10. Clear and pleasant. Long swell from N. 4 by 10. At 4.30 exchanged salutes with a German bark standing to the E. Under steam alone, using boilers C and D, on course 10 1/2 by 10. Average steam 55 lbs.; revolution 31. Apprentices at wheel.

Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear. Gentle breeze from 10 by 10. Steaming with fire under boilers C and D. Louse 10 1/2 by 10. Choppy sea, moderating last part. Moon rose at 10.50 P.M. Average steam pressure 55 lbs. Revolution 31. Apprentices at the wheel.

J. H. Purcell

Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlwain,

Lieutenant U.S.N.

Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Southampton, England to Funchal, Madeira

Hour.	Knots.	Tenks.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																		
1	3	2	10.8	SE 1/2 E.	SE by N.	4	0	0	30.14	72	71	68	70	b.c.	cum.	8	b.	
2	1	5	10.9	"	"	4	0	0	30.10	72	71	68	70	"	"	8	"	
3	1	0	11.5	"	"	4	0	0	30.08	72	71	69	70	"	cir cum.	7	"	
4	3	1	14.5	"	"	4	0	0	30.06	72	71	69	70	"	cum.	7	"	
5	2	5	17.0	"	"	4	0	0	30.02	72	71	69	70	"	cum. str.	4	"	
6	3	0	20.0	"	"	4	0	0	30.02	72	71	69	70	"	"	5	"	
7	2	5	22.5	"	"	4	0	0	30.02	72	71	69	70	b.c. p.	cum. mist.	2	"	
8	2	2	24.7	"	"	5	0	0	30.02	72	71	69	70	"	"	2	"	
9	1	0	25.5	"	SE.	6-7	0	0	30.02	73	72	70	71	b.c. g. p.	"	0	"	
10	3	9	25.9	SE 1/2 E.	"	6-7	0	0	30.03	72	71	69	71	"	"	2	"	
11	4	7	32.5	SE by N. 1/2 W.	SE by S.	5-6	2	0	30.03	71	70	69	71	"	"	2	"	
Noon.	4	4	37.9	"	"	5-4	2	0	30.02	71	70	69	71	b.c.	"	4	"	

84 7 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *SE 1/4 E.* 86 knots. tenths.

Position at Noon:	Latitude by D. R.	36° 35' N. "
	Longitude by D. R.	14° 00' W. "
	Latitude by observations of ☉	36° 34' N. "
	Longitude by chronometer from Forenoon Observations of ☉	14° 02' W. "
Position at 3 A. M.	Latitude by <i>D. R. from Noon</i>	36° 48' N. "
	Longitude by <i>observation</i>	14° 04' W. "
Position at 3 P. M.	Latitude by <i>D. R. from Noon</i>	35° 59' N. "
	Longitude by <i>Chronometer from Afternoon observation</i>	13° 56' W. "

Current during the time, 2 knots tenths per hour, setting to the *SE 1/4 E. 1/4 W.*Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head *SE 1/4 E. 1/4 W.* 16° 41' E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., " 56° E. " Dev. used 17° 38' E.

Water expended during the preceding 24 hours, 406 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2050 "

Coal consumed during the preceding 24 hours, 8 tons 80 lbs.

Coal remaining on hand at Noon, 139 " 640 "

P. M.	Knots.	Tenks.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in 10ths.	State of the Sea.
1	4	4	42.3	<i>SE 1/4 E.</i>	<i>SE by E.</i>	5	2	0	30.00	72	71	69	71	<i>b.c.</i>	<i>cir. cum.</i>	6	<i>b.</i>
2	5	5	47.8	<i>SE.</i>	<i>SE by S.</i>	5-7	3	0	30.00	70	69	66	71	<i>b.c. p.</i>	<i>mist.</i>	2	"
3	4	9	52.7	"	"	6	3	0	29.98	72	71	67	71	<i>b.c.</i>	<i>cum. mist.</i>	4	"
4	4	6	57.3	<i>SE 1/4 E.</i>	"	6	3	0	29.98	72	72	68	71	"	<i>cum.</i>	6	"
5	4	8	62.5	<i>SE 1/4 E.</i>	<i>SE by E.</i>	4-5	3	0	29.96	72	71	66	71	"	"	7	"
6	4	7	67.2	<i>SE 1/4 E.</i>	"	5-6	3	0	29.96	72	70	66	71	"	"	8	"
7	3	6	70.8	<i>SE 1/4 E.</i>	<i>SE by S.</i>	5-6	3	0	29.95	72	70	66	71	"	"	7	<i>W.</i>
8	3	2	74.0	"	"	5-6	3	0	29.95	72	70	66	71	"	"	7	"
9	3	8	77.7	"	"	5-6	3	3/4	29.97	71	69	65	71	<i>b.c. p. g.</i>	<i>cum. mist.</i>	5	"
10	4	0	81.6	<i>SE 1/4 E.</i>	"	5-7	3	3/4	29.98	71	69	65	71	<i>b.c. p. g.</i>	"	7	<i>E.</i>
11	3	5	84.7	<i>SE.</i>	<i>SE by N.</i>	5-7	3	1/2	29.99	70	68	64	71	"	"	5	"
Mid.	3	5	87.8	<i>SE 1/4 E.</i>	<i>SE by N.</i>	5-6	3	0	29.99	70	68	64	71	"	"	8	"

under the command of

Commander Louis Kingsley.
Sunday, September 23

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bright moonlight. Moderate breeze and sea from S.W. by W. Banking up occasionally to windward. Barometer falling. Shifted from biler D to biler A. Course S W 1/2 W. under steam alone. Apprentices at wheel. Average steam 47 lbs. Average revolutions 26.
George R. Adams.

From 4 to 8 A.M.

Partly cloudy, flying sand from S.W. Moderate to stiff breeze from S.W. by W. Barometer steady. At end of watch under steam in boilers A and B, on course S W 1/4 W. Average steam 55 lbs. Average revolutions 35. Apprentices at the wheel.

Ensign W. F. N.

From 8 A.M. to Merid.

Cloudy, with passing rain squalls first part, indications of clearing weather latter part of watch. Fresh to very fresh breeze, with rain squalls, moderating to moderate to stiff breeze by end of watch and veering from S.W. to W. by S. At 9.20 set jib, for topmast stayrail, main tynail and spraker, and brought ship by the wind on starboard tack. Ship rolling to moderately heavy and choppy sea from N. W. Extreme roll to windward 28° to leeward 26°. At 9.30 mustered at quarters and had divisional inspection. Lower S W 1/2 W (p.c.) At end of watch, ship by the wind on starboard tack, under steam and jib, for topmast stayrail, main tynail and spraker. Apprentices at the wheel. Average steam 55 lbs. Average revolutions 36.5. Temperature of magazines 73°-73° forward, 70°-70° aft.

N. D. Lockman
Ensign W. F. N.

From Merid. to 4 P.M.

Stiff breeze from N. W. and W. by S. Heavy rain squalls at 2.00 Fair weather choppy sea. Set the mizzen topmast stayrail at 3.15. At end of watch under steam, using boilers A and B, and jib, for topmast stayrail, main tynail, mizzen topmast stayrail and spraker. On starboard tack. Average steam 55 lb. Revolutions 34.9. Apprentices at the wheel.

W. R. Caperton
Lieutenant W. F. N.

From 4 to 8 P.M.

Clear. Moderate to stiff breeze from N. W. and W. by S. Moderate sea from S.W. At 5.30 port jib pendant parted, hauled down and stowed jib. Bunt for storm stayrail and set it at 6 P.M.; also bunt storm mizzen. At 6 P.M. hauled down and stowed mizzen topmast stayrail. At end of watch under for topmast stayrail, for storm stayrail, main tynail and spraker. Steaming with fire under boilers C and A. Average steam pressure 55 lb. Revolutions 31.7. Apprentices at the wheel.

George R. Adams
Lieutenant W. F. N.

From 8 P.M. to Mid.

Generally bright starlight. Heavy cumulus clouds from time to time passing over head to the Eastward accompanied by heavy rain. Shift to very fresh breeze from W. by S. veering last two hours to W. by N. with a cloudy rising barometer. Rough sea from the Eastward. Course S W 1/4 W. under same sail as preceding watch. Ship on her course after about 10.50. Apprentices at the wheel. Weather moderating slightly last hour. Average steam pressure 55 lb. Revolutions 32. Nothing in sight.

George R. Adams.

J. L. Purcell
Lieutenant W. F. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant W. F. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Southampton England, to Funchal, Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Dry Bulb.	Wet Bulb.	At Sea.	At Surface.				
A. M.																			
1	3	8	91.3	$SE \frac{1}{4} N.$	$N. N. E.$		67	3	0	30.01	70	69	65	71		b.c.p.	numb.	4	R.
2	3	5	94.6	$SE \frac{1}{2} N.$	$N. by N.$		6	3	0	30.01	70	69	65	71		b.c.	cum. numb.	4	"
3	3	7	98.3	$SE \frac{3}{4} N.$	$N. N. E.$		56	3	0	30.01	69	68	65	71		"	cum.	6	"
4	4	6	102.9	"	"		56	3	0	30.01	69	69	64	71		"	"	6	"
5	4	4	7.3	"	"		56	10-15	0	30.00	69	69	64	71		"	"	5	"
6	2	2	9.5	$SE \frac{1}{4} N.$	$N. N. E. by N.$		4-5	8-10	$\frac{1}{2}$	30.02	69	69	64	71		"	"	5	"
7	4	0	12.5	$SE \frac{1}{2} N.$	$N. N. E.$		4-5	8-10	$\frac{1}{2}$	30.03	70	69	64	71		"	"	5	"
8	4	4	17.8	$SE \frac{1}{2} N.$	$N. N. E. by N.$		4-5	8-10	1	30.04	71	70	65	71		"	"	7	"
9	4	7	22.5	$SE \frac{1}{4} N.$	"		4	4	1	30.06	71	70	64	71		"	"	8	N.
10	4	7	27.2	"	"		4	4	$\frac{3}{4}$	30.07	72	70	64	71		"	"	8	"
11	4	7	31.9	$SE \frac{1}{4} S.$	$N. N. E.$		4	3	$\frac{3}{4}$	30.09	72	70	65	71		"	"	7	"
Noon.	5	0	36.8	SE	$N. N. E. by N.$		4	3	$\frac{3}{4}$	30.10	72	70	65	71		"	"	7	"

100.2 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, $SE \frac{3}{4} N.$

102 knots, tenths.

Position at Noon: Latitude by D. R. $35^{\circ} 02' N.$
Longitude by D. R. $14^{\circ} 26' W.$
Latitude by observations of \odot $34^{\circ} 50' N.$
Longitude by chronometer from Forenoon Observations of \odot $14^{\circ} 02' W.$

Position at 8 A. M. Latitude by D. R. from Noon $35^{\circ} 09' N.$
Longitude by Observation $14^{\circ} 06' W.$

Position at 8 P. M. Latitude by D. R. from Noon $34^{\circ} 24' N.$
Longitude by Chronometer from Afternoon Observation $14^{\circ} 30' W.$

Current during the time, 16 knots tenths per hour, setting to the $SE \frac{1}{4} S.$ Deviation of the Compass by Azimuth \odot observed at 8 A. M., ship's head $SE \frac{1}{4} N.$ Deviation of the Compass by Azimuth \odot observed at 8 A. M., " " $2^{\circ} 26' W.$ Dev. used $18^{\circ} 20' W.$

Water expended during the preceding 24 hours, 300 gallons.

Water distilled during the preceding 24 hours, 50 "

Water remaining on hand fit for use at Noon, 1800 "

Coal consumed during the preceding 24 hours, 5 tons 1940 lbs.

Coal remaining on hand at Noon, 133 " 940 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at/d.	Dry Bulb.	Wet Bulb.	At Sea.	At Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
1	4	5	41.3	SE by $N.$	$N. N. E.$	4-5	4	$\frac{3}{4}$	30.10	72	70	65	73		b.c.	cir. cum.	5	N.
2	4	2	45.5	"	"	4-5	5	$\frac{3}{4}$	30.12	72	70	65	73		"	"	7	"
3	4	7	50.2	SE by $N. \frac{1}{4} N.$	"	4	4	$\frac{3}{4}$	30.12	72	70	66	73		"	cum.	6	"
4	3	9	54.1	SE by $N. \frac{1}{2} N.$	$N. N. E. by N.$	4	4	$\frac{3}{4}$	30.12	72	70	66	73		"	"	5	"
5	3	5	57.6	$SE \frac{1}{2} N.$	$N. N. E.$	3	3	$\frac{3}{4}$	30.12	74	72	66	73		"	cir. cum.	6	"
6	3	7	61.3	"	"	4	3	$\frac{3}{4}$	30.12	73	71	66	73		"	cum.	6	"
7	3	8	65.1	SE	"	4	3	$\frac{3}{4}$	30.14	73	70	65	73		"	"	7	"
8	3	3	68.4	$SE \frac{1}{4} N.$	"	4	3	$\frac{3}{4}$	30.16	73	70	65	73		"	"	7	"
9	3	0	71.0	$SE \frac{1}{2} S.$	$N. by N.$	3	15-10	1	30.14	71	70	65	73		"	"	7	"
10	2	2	73.2	"	"	3	15-10	1	30.14	71	70	65	73		"	"	8	"
11	1	5	74.7	"	"	2	15-10	1	30.15	71	70	65	73		"	"	9	"
Mid.	0	2	74.9	"	"	1	15-10	1	30.12	71	70	65	73		"	"	9	"

under the command of

Commander Louis Kingsley
Monday, September 24

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy at times. Very fresh to moderate breeze from N. by N. Barometer steady. Rough sea from N. by N. Ship rolling considerably (maximum observed roll 35°) At 30° clock set foresail. At 3:30 set jib and hauled down for storm staysail. Between 1 and 20° clock ship was off her course 1/4 point for 1 1/2 hours. At end of watch under jib, for topmast staysail, foresail, main topsail and spanker, and draw in boilers A and C, on course. Fuel 1/4 N. Average steam 55 lbs. Average revolutions 35. Apprentices at the wheel.

From 4 to 8 A.M.

Fair and pleasant. Moderate to stiff breeze from N. by N. and N. by N. At 4:50 the crew sheets of boiler C disconnected to be belged, hauled free under same immediately, hauled free under boiler A and stopped steaming. Overhauled propeller and made sail to topsails; took single reef in mainmast and set it, having lowered anchor stack. Closed topgallant yards at 70° clock and set topgallant sails. At 6:00 clock set main and mizzen topmast staysails. Course 1/4 N. 1/4 E. (pc) At end of watch under for, main and mizzen topmast staysails, main topsail and all plain sail to topgallant sails, except single reef in mainmast by the wind on starboard tack. Apprentices at the wheel. Average steam 55 lbs. Average revolutions 32.5. Banked fire under boiler A.

N. T. Colman
Ensign U. S. N.

From 8 A.M. to Noon

Moderate breeze from N. by N. and N. by N. Fair and cool. Moderate sea from N. by N. At 8:30 changed course to N. 1/4 E., per Standard. At 9:30 mustered crew at quarters. During 1st period, 9:45 to 10:30, instructed all apprentices in seamanship; 2nd period 10:45 to 11:45, port watch at marlinespike seamanship. Pitted royal yards with new foot ropes. By order of Commanding Officer, Thomas Stephens, Seaman, was rated boswain to date from September 21st. One sail in sight astern standing to N. and N. At end of watch close hauled on starboard tack under all staysails, main topsail and plain sail to topgallant sails, except a single reef in the mainmast. Begun distilling with fire. Banked under boiler A at 10:15. Engineers fore pumped oil boiler C and removed man holes plates for examination of boiler, and continued work of repairing tubes of boiler D. Apprentices at the wheel. Temperature of magazine 73° 73° forward, 71° 71° aft.

W. P. Caperton.
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Moderate to stiff breeze from N. by N. and N. by N. Course 1/4 N. 1/4 E. (pc) Under same sail as in preceding watch. Banked fire under boiler A. Distilling. Carried and instructed apprentices as follows: 3rd period, port watch, sails and spars; 4th period, port watch, gunnery and fifth period, lead, log and gymnastics, all hands. One sail in sight abaft the port beam distant about three miles. Apprentices at the wheel.

George R. Thomas.
Lieutenant U. S. N.

From 4 to 8 P.M.

Fine weather. Moderate breeze from N. by N. Barometer rising. Moderate sea. At 4:15 changed course to N. by N. Loosed flying jib and set gaff topsail. At 6:15 single reefed topsails and made sail again; crossed royal yards. By the wind on starboard tack under same sail as preceding watch with exception noted. Apprentices at wheel. Distilling.

George R. Thomas.

From 8 P.M. to Midnight

Clear. Bright starlight. Gentle breeze to light air from N. by N. Barometer falling. At 10:00 drew to N. in main topsail. At end of watch under all plain sail to single (except single reef in mainmast) all topmast staysails and gaff topsail, on course N. 1/4 E. Apprentices at wheel. Distilling.

Ensign U. S. N.

Examined and found to be correct.

N. T. Colman

J. B. McIlhenny,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Southampton, England to Funchal, Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 1/2.	At 1/2.	At 1/2.	At 1/2.				
A. M.	3 1/2	4															
1	0	6	75.0	Ob. 3/4 S.	N. by W.	1-2	End	2	30.14	71	70	65	73	b.c.	cum.	9	d.
2	0	0	75.0	No steering way	Calm.	0	0	0	30.15	71	70	65	73	"	"	9	"
3	0	0	75.0	Steered in	"	0	0	0	30.15	71	70	65	73	"	"	9	"
4	0	0			N. by W.	0-1	27.26	0	30.15	71	70	65	73	"	"	6	"
5	0	5		Ob. S. W.	"	0-1	0	1 1/2	30.15	71	69	65	73	"	"	7	"
6	0	5			"	0-1	0	1 1/2	30.16	71	69	65	73	"	"	4	"
7	1	0		FW. by W. 1/2 S.	"	0-1	0	1 1/2	30.18	72	70	66	73	"	"	5	"
8	0	5		Ob. S. W.	"	0-1	0	1 1/2	30.20	72	70	66	73	"	"	4	"
9	0	5		FW.	N. by W.	0-1	0	1 1/2	30.20	72	70	67	73	"	cir. cum.	5	"
10	0	5		Fly W.	Ob. by S.	0-1	0	1 1/2	30.21	73	71	67	73	"	cum.	4	"
11	0	5		"	West.	0-1	0	1 1/2	30.22	74	71	67	73	"	"	7	"
Noon.	0	5		"	"	0-1	0	1 1/2	30.22	74	72	68	73	"	"	2	"

4 3. 6 Distance run by log

Course and distance made good since preceding noon by observations, *FW. 3/4 S.* 41 knots. tenths.

Position at Noon:	Latitude by D. R.	34 ° 14' N. "
	Longitude by D. R.	14 ° 39' W. "
	Latitude by observations of ☉	34 ° 14' N. "
	Longitude by chronometer from Forenoon Observations of ☉	14 ° 34' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	34 ° 14' N. "
	Longitude by <i>observation</i>	14 ° 35' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	33 ° 50' N. "
	Longitude by <i>chronometer from Afternoon Observations</i>	15 ° 03' W. "

Current during the time, 5 knots tenths per hour, setting to the *FW. by S. 1/4 E.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *FW. 1/2 E.* 18 ° 22' W.Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " " 10 ° 32' W. " *Obs. used 18 ° 26' W.*

Water expended during the preceding 24 hours, 37.5 gallons.

Water *distilled* during the preceding 24 hours, 90.3 "

Water remaining on hand fit for use at Noon, 232.8 "

Coal consumed during the preceding 24 hours, 1 tons 1100 lbs.

Coal remaining on hand at Noon, 131 " 2000 "

P. M.																	
1	0	5	75.0	<i>FW.</i>													
2	3	17.3		<i>Ob. S. W. 1/2 S.</i>	West	0-1	Roll.	0	30.19	74	72	67	73	b.c.	cum.	2	d.
3	4	7	82.0	"	"	1		0	30.19	74	72	67	73	"	"	2	"
4	4	6	86.6	"	"	2		0	30.17	72	70	67	73	b.c.p.	mult.	4	"
5	4	8	91.4	"	"	2	25.25	0	30.17	74	72	68	73	b.c.	cir. cum.	4	"
6	5	0	96.4	"	"	1-2		0	30.18	74	72	67	74	"	cir. cum.	4	"
7	2	7	97.9	<i>Ob. S. W.</i>	"	1		0	30.19	73	71	67	74	"	"	4	"
8	5	5	7.0	"	"	1		0	30.19	72	70	66	74	"	"	3	"
9	5	5	12.5	"	Calm	0	26.26	0	30.19	72	70	66	74	"	"	3	"
10	5	8	18.2	"	"	0		0	30.19	72	71	67	74	"	cir. cum.	4	"
11	5	8	23.9	"	"	2		0	30.19	72	70	67	73	"	"	5	"
12	6	0	29.6	"	Calm	0		0	30.19	72	70	67	73	"	cir. cum.	8	"
Mid.	5	5	35.0	"	"	0	20-18	0	30.16	72	70	69	73	"	"	8	"

under the command of

Commander Louis Kingsley
Tuesday, September 25

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Light air from N. N.W. and calm. No steevage-way quarter part of watch. Course $N. 3/4 S$ (gc) Crossed here at 1.35 A.M. Ship rolling to long swell from S.W. and S.W.; maximum roll to starboard 26° , to port 27° . At 12.15 hauled down main and mizzen topmast staysails to prevent chafe and at 2.10 hauled up courses and took in spanker and gaff topsail for same reason. At end of watch ship under for topmast staysail and plain sail to sails except courses and spanker with no steevage-way. Distilling with fire hauled under boiler. Apprentices at the wheel.

W. B. Caperton
Lieutenant U. S. N.

From 4 to 8 A.M.

Light air from N. N.W. and calm. Fair and pleasant. Long swell from S.W. Took in topgallant sails and yards at 7.45 to permit chafe. At end of watch under topsails and head sails, heading $N. 3/4 E$. Distilling with fire hauled under boiler. Apprentices at the wheel.

George R. Evans
Lieutenant U. S. N.

From 8 A.M. to Noon

Cloudy to clear. Calm. Occasional light air from N. N.W. to N. by E. At 9.10 started fire under boiler B. and spread fire under boiler A. At noon stopped distilling. At 9 o'clock fuelled mainmast and put on yard crew. Roasted corks stack. At 8.30 cleared off topsail for repair. At 9.45 mustered at quarters. Instructed divisions as follows: 1st Division, gunnery; 2nd Division, practical seamanship, also Command Powder Division; 3rd Division and after Powder Division, gunnery. 2nd period, all apprentices were instructed in trucking and unloading job (shifting job) and unlash stow coils and stowed them below. At 11.30 cleared up main topsail and fuelled all square sail (all hands). Long swell from S.W. Course $N. 3/4 E$ (gc). Condensed by directly survey 3 lbs of bitter. Chas. Ahrens, Contractor, inspected June 1891. On recommendation of Board of Survey and approved by Commanding Officer this bitter was thrown aboard. Apprentices at the wheel. Temperature of magazine 74° 74° forward, 71° 71° aft. Tested magazine flood cocks and found them in working order.

J. P. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy. Facing showed between 2.00 and 3.00. Light air and breeze from the West. At 12.10 started ahead under steam. At 4.30 put on port log reading 75.0 kts, and set course $N. 3/4 E$ $1/2 E$. Instructed apprentices of watch as follows: 3rd period, mainmast practical seamanship; 4th period, gunnery. Moderate sea and long swell from the Westward. Apprentices at wheel. Working in right. Average steam pressure 44 lbs. Average number of revolutions 293. Under steam alone, using boiler A and B.

George R. Evans,

From 4 to 8 P.M.

Ensign M. S. N.

Partly cloudy. Calm to light breeze from West. Barometer rising. At end of watch under steam in boilers A and B, on course $N. 3/4 E$. At 5.25 changed course to $N. 3/4 E$. put on log reading 98.9. Apprentices at the wheel.

W. B. Caperton
Ensign U. S. N.

From 8 P.M. to Midnight

Fair to clear. Light breeze and air from S.W. and calm. Course $N. 3/4 E$ (gc) At 9.30 a light breeze came out from S.W., when set for and all sails and at 10.10 the breeze having died out took in sail. At end of watch under steam alone on course. At midnight changed course to $N. 3/4 E$ (gc). Apprentices at the wheel. Average steam 55 lbs. Average revolutions 35.

W. B. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*

Third Rate,

Making passage from Southampton, England, to Funchal, Madeira

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prev. or Near Prev. Wind & Force.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	6	1	2														
1	5	5	40.5	Ch. S. W.	Calms.	0	0	30.13	71	70	69	73	b.c.	cum.	8	L.	
2	5	7	46.2	"	"	0	0	30.13	71	70	69	73	"	"	9	"	
3	5	5	51.7	"	South	1-	0	30.12	71	70	70	73	"	"	9	"	
4	5	7	57.4	"	"	1	20-19	30.11	71	70	70	73	"	"	9	"	
5	5	3	62.7	"	S. by W.	1-3	0	30.12	71	70	70	73	"	"	9	"	
6	5	8	68.5	"	"	3	0	30.12	71	70	70	73	"	"	8	"	
7	5	7	74.2	"	S. S. W.	3	0	30.14	71	71	70	73	"	cir. cum.	7	"	
8	5	6	79.8	"	"	3	0	30.14	71	71	70	73	"	cum.	9	"	
9	3	3	82.1	Ch. S. W. 1/2 W.	"	3	0	30.15	73	73	72	73	"	"	8	S	
10	5	5	90.7	"	"	3	0	30.15	74	73	72	73	"	"	7	"	
11	5	4	96.1	"	"	3	0	30.15	74	73	72	73	"	"	7	"	
Noon.	5	0	101.1	"	"	3	0	30.15	75	74	73	73	"	"	7	"	

127. Distance run by Patent Log.

Course and distance made good since preceding noon by observations,

	Latitude by B-R. Bearings	knots.	tenths.
Position at Noon:	Longitude by B-R. Bearings	32	0 54 ' N "
	Latitude by observations of ☉	16	0 23 ' N "
	Longitude by chronometer from Forenoon Observations of ☉	0	' "
	Longitude by	0	' "
Position at 8 A. M.	Latitude by	0	' "
	Longitude by	0	' "
Position at 8 P. M.	Latitude by	0	' "
	Longitude by	0	' "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

378 gallons.

Water

during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1950 "

Coal consumed during the preceding 24 hours,

9 tons 1190 lbs.

Coal remaining on hand at Noon,

122 " 810 "

P. M.																			
1	4	3	5.4	S. by W. 3/4 W.	S. by W.	3	0	30.15	75	75	74	73	c.g.	cum.	4	S.			
2	4	3	9.7	"	"	3-4	0	30.11	75	75	74	73	"	cum. mod.	4	"			
3	4	1	13.8	"	"	3-5	0	30.10	75	75	75	73	"	"	4	"			
4	4	1	17.9	"	"	3-4	0	30.10	75	77	77	73	"	"	3	"			
5	3	0	22.0	N. E. 1/2 E.	"	3-4	0	30.09	74	74	74	73	"	"	4	"			
6	5	9	27.9	N. N. by S.	"	3-5	0	30.09	72	73	73	73	b.c.g.p.	"	4	"			
7	Theragway			N. N. W.	N. by S.	3-2	0	30.07	72	72	72	73	b.c.b.	"	6	S.			
8	"			"	N. N. W.	2-1	0	30.07	73	72	72	73	"	"	6	"			
9	0	8	Kablin	S. E.	S. S. W.	5-2	0	30.06	73	72	71	73	b.c.g.d.	"	8	"			
10	0	2	"	"	"	4-6	0	30.06	73	72	71	73	"	"	7	"			
11	1	0	"	S. E.	"	6-7	0	30.07	73	72	71	73	"	"	8	"			
Mid.	1	2	"	S. by W.	"	5-6	0	30.07	73	72	71	73	"	"	8	"			

31. 2

4-561

Commander Louis Kingsley
Wednesday, September 26

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A.M.

Bright starlight. Moon rose at 2.40. Ling eurrel from G. H. G. Under steam alone, using boilers "F" and "B". On
 coal of 80% per Standard. Average steam 55 lbs. Revolutions 34.3. Apprentices at the wheel.

From 4 to 8 A.M.

Clear Light due to gentle breeze from S. by W. and S. W. Lower W. S. W. (pc). Steaming with
five under boilers A. and B. At 4.43 at jib, for topmast stay sail, main topmast and spraker, under third sail at
end of water. Steam pressure 85. Average revolutions 55. Apprentices at the wheel. At 5.43 sighted Poto Poto Island
about 2 fms. to starboard. Arr. at 8.0 dock North East Rock (middle part) (pc). At 8.4 by N. W. W. and left tangent
Poto Poto Island W. 1/2 S. (pc). Ship's head N. S. W. (pc).

From 8 A.M. to Oneid.

Fine weather. Gentle breeze from the S.W. Barometer steady. Smooth sea. On course N. 90° until
 8.30 when changed to N. 80°. $\frac{1}{2}$ lb Petrol Log reading 92.1. At 9.30 mustered at quarters after which sent down topgallant
 and reefed yards and set light sails. Roused up both bows chains, but then and got anchors off the bows.
 Made preparations for port. At 9.55 took in main topgall and later took in all fore and aft sails. At 10.00
 Linnar Island bore abeam, N by N. $\frac{1}{2}$ E (p.e.) distant 4.8 kts. F.N. N. 80° $\frac{1}{2}$ E. Petrol Log reading 99.6. At Mendrain
 fired at fellow. Fore Island Light N. 80° $\frac{1}{2}$ E. Bens Island Light N by E. $\frac{3}{4}$ E., both having magnetic Petrol Log
 reading 101.1. Opposite to the wharf. Average steam pressure 55 lbs. Average number revolutions 35. Temperature of
 magazine 74° 74° forward 72° 72° aft.

From Meind. to 4 P.M.

Cloudy. Gentle breeze with frequent light squalls from S.W. by N. Barometer falling. Steaming on course S.W. by N. $1\frac{1}{4}$ N. with fine under boilers A. and B. A and of watch. Bow Light on N.W. distant about $1\frac{1}{2}$ miles. Apparent at the wheel.

June 4 to 8 P.M.

Partly cloudy with passing rain squalls from S.W. Lightning last hour from N.W. and N.E. Wind blowing in squalls from S.W. by W. veering to N.W. by and of north. Steaming in for Churchill Straits from Selt and till December, until 5.10 when in a heavy squall from S.W. the helw was put hard a starboard and ship headed out to sea + around from Selt. At 5.00 made new number S.E. J.T. to from Selt Light Station. At 5.10 made (International Code) to Station in from Selt: - N.W.6. Station answered N.W.2. - J.M. - N.W.2. - L.A. - 4.P.2. - 4.S.6. (She answered N.E.7) After rounding from Selt Light, closed down to sternway and headed N.W. At 5.0 clock from Selt Light bore S. by E 1/4 E. (avg.) Da-bay village about S.W. by W. (avg.), put helw hard a port and headed ship S.E. Average strain 55 lbs. Average revolutions 21. Apparatus at the wheel.

From 8 P. M. to mid

Tiff to my fresh breeze blowing in squalls from S. & N. East and cool. Lightning to S.W. and W. Under steam about seeing Harbor A. and B., keeping under lee of Madens Island between Spruce Pt. and Brakel's Light, engines just giving her steam away. Hauling S.E. until 10.15, then changed course to S. by E. and at 11.15 headed W. for Howard. At 12.00 One Red light box S. by W. magnetic. Average steam 55 lbs. Revolution 21. Apparent at the wheel.

Examined and found to be correct.

J. B. Milton

Leutenant W. J. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Southampton, England to Funchal, Madras, and at anchor.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forma of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	5	2														
1	2	2	Coast.	S. by E.	S. by E.	4-6	0	30.05	73	72	72	73	b. c. g. l.	cum. ant.	7	8
2	2	7		S. by E.	"	4-6	0	30.05	73	72	72	73	"	"	6	"
3	2	7		S. by E.	"	3-5	0	30.03	73	72	72	73	b. c. l.	"	8	"
4	3	0		S. by E.	"	4	0	30.06	73	72	72	73	"	"	8	"
5	1	0		S. by E.	S. by E.	4-5	0	30.04	73	72	72	73	b. c. g.	"	8	"
6	1	2		S. by E.	"	4-5	0	30.06	73	72	72	73	"	"	8	"
7	2	3		S. by E.	S. by E.	4-5	0	30.07	73	72	72	73	"	"	8	"
8	2	5		"	"	4-5	0	30.09	74	73	72	73	"	"	9	"
9	2	0		"	S. by E.	4-5		30.12	72	74	73	73	"	"	9	"
10	At anchor			S. by E.	West.	4		30.12	75	74	73	73	b. c. p.	"	8	"
11				S. by E.	"	4		30.12	75	75	74	73	"	"	8	"
Noon.				S. by E.	S. by E.	3		30.12	76	76	75	73	"	"	7	"

Distance run by Log.

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon:		
Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.		
Latitude by	0	"
Longitude by	0	"
Position at 8 P. M.		
Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1550 "

Coal consumed during the preceding 24 hours, 8 tons 800 lbs.

Coal remaining on hand at Noon, 114 " 10 "

P. M.		Ship's head																
1		N. S. E.	N. S. E.	3-4	30.12	77	77	76	73	b. c.	cir. cum.	7						
2		"	"	3-4	30.12	77	77	76	73	"	"	7						
3		"	N. by E.	3-4	30.11	77	77	76	73	"	"	7						
4		N. by E.	West.	3-4	30.10	77	77	76	73	"	"	6						
5		N. S. E.	"	4	30.10	75	75	75	73	"	cir. cum.	6						
6		"	N. S. E.	3	30.12	74	73	74	73	b. c. g. e.	mont.	2						
7		"	"	3	30.12	74	74	74	72	"	"	2						
8		N. by E.	"	3	30.15	73	72	73	72	"	"	6						
9		N. S. E.	West.	3	30.16	73	72	71	72	b. c. p.	cir. cum.	2						
10		S. E. by E.	"	2-3	30.18	73	72	71	72	b. c. p.	"	0						
11		S. S. E.	West.	1-3	30.18	72	72	71	72	b. c. e.	mont.	0						
Mid.		S. E. by N.	N. S. E.	2-3	30.18	72	72	71	71	b. c. p.	"	0						

under the command of

Commander Louis Kingsley
Thursday, September 27.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear, gentle to moderate breeze from S. W. by S. blowing stiff to fresh puffs. Lightning to N. W. and N. E. Laying off and on, steaming slowly, heading S. W. p. o. until 2.15, when course was changed to S. 1/2 E. p. o. At 3.30 the S. E. light bore N. 1/2 S. At 3.40 changed course to S. 1/2 E. 1/2 W., at 3.45 to S. 1/2 E. and at 3.53 to S. W. all p. o. At end of watch the S. E. light bore S. 1/2 E. (p. o.) about 7 miles distant. Apparent at the wheel. Steaming with fire under boilers A and B. At 3.45 went ahead full speed. Average steam pressure 55 lbs. Revolution 26 1/2.

From 4 to 8 A. M.

Fine weather. Gentle to stiff breeze from S. E. veering slowly during watch to N. E. W. at end of watch. Rising barometer. Ship under steam alone, using boilers A and B. Steaming various courses standing along the South shore of Madeira. At 8.00 off Atalaya Point distant about 2.5 kts. Apparent at wheel. Sea moderate.

J. H. Purcell
Lieutenant U. S. N.

From 8 A. M. to Noon.

Cloudy, but pleasant. Gentle to stiff breeze from N. by S. to West. Barometer rising. During first part of watch standing in to Churchill under command of Commanding Officer. At 9.45 called all hands bring ship to anchor, set sparker and dived down at 10.02. Exchanged colors with an English steamer without sound. At 10.16 let go starboard anchor in 16 fathoms of water and veered to 60 fathoms. Rigged out larboard and gangways, fueled sparker and received pratique from health officer. Put an officer ashore to the U. S. Consul. Temperature of magazines 74°-74° forward, 72°-72° aft. Baked fire under boilers A and B. Drawings of anchorage. Signal Tower S. W.; do Rock Signal Staff N. 1/2 S. Ship's head N. by W. all p. o.

George R. Evans,
Ensign U. S. N.

N. J. Goldman
Ensign U. S. N.

From Noon to 4 P. M.

Clear, warm and pleasant. Gentle to moderate breeze from N. E. W. to West. Put liberty party of men on shore at 10 o'clock. Baked fire under boilers A and B. Distilling. Draught of ship 13 feet 5 inches forward, 16 feet 5 1/2 inches aft.

N. J. Goldman
Ensign U. S. N.

From 4 to 8 P. M.

Cloudy with passing showers. Light breeze with light squalls from West to N. E. W. Barometer rising. Distilling. Baked fire under boilers A and B.

N. J. Goldman
Ensign U. S. N.

From 8 P. M. to Midnight.

Cloudy with passing rain squalls all of watch at frequent intervals. Light air and gentle breeze from N. W., veering to North. Alland fire under boiler A. to die out. Stopped distilling. Fire baked under boiler B. No ray ground until five a.m.

W. H. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Miltner,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

At anchor in the Harbor of Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Force and Direction of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				Ship's head.												
1				S. 40.	N. 40.	0-1		30.14	71	71	71		b. c. p.	unit.	1	
2				"	N. 40.	0-1		30.13	71	71	71		"	"	1	
3				"	"	0-1		30.15	71	71	71		"	"	1	
4				"	"	1-2		30.16	71	71	70		"	"	4	
5				N. 40.	N. 40.	1-2		30.16	71	71	70		"	"	6	
6				"	"	2		30.18	72	72	70		"	"	7	
7				West.	"	2		30.18	72	71	70		b. c.	cum.	7	
8				N. 40.	"	1		30.21	73	71	71		"	cum.	8	
9				S. 40. by N.	"	1-2		30.24	74	73	73		"	"	8	
10				S. 40.	N. 40.	1-2		30.25	74	74	73		"	"	9	
11				"	"	1-2		30.26	75	75	74		"	cum. unit.	7	
Noon.				South	"	1		30.27	76	76	75		"	cum.	8	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

450 "

Water remaining on hand fit for use at Noon,

1500 "

Coal consumed during the preceding 24 hours,

tons 16 2 3 lbs.

Coal remaining on hand at Noon,

113 " 630 "

P. M.																
1			S. 40.	N. 40.	1			30.27	76	76	75		b. c.	cum.	8	
2			S. 40. by S.	"	0-1			30.27	76	76	75		"	"	9	
3			"	S. 40. by N.	1			30.27	76	76	75		"	cum. unit.	6	
4			S. 40.	West.	0-1			30.27	76	75	75		"	cum.	7	
5			S. 40. E.	South	0-1			30.26	74	75	74		"	cum. unit.	6	
6			South	S. 40.	0-1			30.28	74	75	74		"	"	3	
7			S. 40. E.	"	0-1			30.30	74	75	74		"	"	4	
8			South	"	0-1			30.32	74	75	74		"	"	1	
9			S. 40. E.	"	0-1			30.33	74	75	74		"	"	3	
10			S. 40. by E.	"	0-1			30.33	74	75	74		"	"	5	
11			"	N. 40.	0-1			30.33	74	75	74		"	cum.	6	
Mid.			"	"	0-1			30.33	74	75	74		"	"	6	

under the command of

Commander Louis Kingsley
Friday, September 28

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light airs to light breeze from P.W. veering to N.W. and calms.
Cloudy with frequent passing rain showers.

Geo. R. O'Connell
Lieutenant U.S.N.

From 4 to 8 A.M.

Generally clear. Light breeze to light airs from N.W. Barometer rising. At 6 o'clock coal lighter came alongside and commenced to receive coal. Received in Dept. of Supplies and Accounts the following: fresh pineapples, 90 $\frac{1}{2}$ lbs. meat, 79 lbs. bread, 90 $\frac{1}{4}$ lbs. vegetables.

W. D. Colman
Ensign U.S.N.

From 8 A.M. to Noon.

Clear and pleasant. Light airs and breeze from N.W. backing to P.W. Coaling ship from coal lighter alongside, finished coaling at noon, having taken on board 56 $\frac{1}{2}$ tons Welsh Coal. The Captain of the Port of Madeira paid an official visit to the ship. The Commanding Officer left the ship at 10.30 A.M. to attend special services at the Cathedral in honor in company with the American Consul in honor of the birth day of the Queen of Portugal. Put the apprentices ashore on liberty. Temperature of magazines 74°-74° forward, 76°-76° aft.

W. R. Caperton
Lieutenant U.S.N.

From Noon to 4 P.M.

Light airs from N.P.W. to P.W. and calms. Fair and pleasant. The Commanding Officer returned the official visit of the Captain of the Port, and paid an official visit to the Governor of the Island.

Geo. R. O'Connell
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to cloudy. Light airs from South and S. by W. Barometer rising slowly.

W. R. Caperton
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Light airs from S. by W. veering to N.W. and calms. Fair and pleasant. Bright starlight.

Geo. R. O'Connell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in the Harbor of Funchal, Madeira.

Third Rate,

				WIND.				BAROMETER.		TEMPERATURE.							
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky, in 10ths.	State of the Sea.
A. M.				<i>Ship's head</i>													
1				<i>E by S.</i>	<i>Calms</i>	0			30.2071	70	69			<i>b.c.</i>	<i>cum.</i>	7	
2				<i>E. N.E.</i>	<i>N. E.</i>	0-1			30.2870	70	70			"	"	7	
3				<i>N.E.</i>	"	0-1			30.2869	70	70			"	"	7	
4				<i>N. N. E.</i>	<i>N.E.</i>	1			30.2269	69	69			"	"	7	
5				"	"	1			30.2269	69	69			"	"	7	
6				"	"	1			30.2470	69	68			"	"	7	
7				"	"	0-1			30.2670	69	68			"	<i>cir. cum.</i>	8	
8				"	"	0-1			30.2871	70	69			"	"	8	
9				<i>South</i>	<i>Calms</i>	0			30.3376	73	72			"	"	9	
10				<i>S. E.</i>	<i>N. S. E.</i>	2			30.3574	74	73			"	"	8	
11				<i>S. E.</i>	"	2-3			30.3575	74	73			"	"	8	
Noon.				<i>S. E.</i>	<i>S. E. by S.</i>	3			30.3376	75	74			"	"	7	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, tons 990 lbs.

Coal remaining on hand at Noon, 169 760 "

P. M.																	
1				<i>S. by E.</i>	<i>S. S. E.</i>	0-1		30.3077	78	78			<i>b.c.</i>	<i>cir. cum.</i>		6	
2				<i>N. by N.</i>	<i>N. by N.</i>	1		30.3077	77	76			"	"		8	
3				<i>S. E. by N.</i>	<i>N. S. E.</i>	1		30.3079	80	79			"	"		8	
4				<i>S. by N.</i>	<i>Calms</i>	0		30.3179	80	79			"	<i>cum.</i>		8	
5				<i>S. E.</i>	<i>S. E.</i>	1		30.3077	79	79			"	"		9	
6				<i>S. E.</i>	<i>N. S. E.</i>	1		30.3075	76	76			"	"		9	
7				<i>S. E. by S.</i>	"	1		30.3075	75	75			"	"		9	
8				<i>S. S. E.</i>	<i>Calms</i>	0		30.3074	74	74			<i>b.</i>	<i>cum.</i>		10	
9				<i>E. by S.</i>	"	0		30.3173	73	72			<i>b. w.</i>	"		10	
10				<i>East</i>	<i>North</i>	0-1		30.3273	73	72			"	"		10	
11				<i>E. N.E.</i>	"	0-1		30.3372	72	71			"	"		10	
Mid.				<i>East</i>	"	0-1		30.3272	72	71			"	"		10	

under the command of

Commander Louis Kingsley
Saturday, September 29

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Calm. Occasional light air from NE and SE.

J. H. Purcell
1st Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and warm. Light air from NE. Barometer rising slowly. Received for issue to crew in Dept of Supplies and Accounts 79 lbs. bread, 98 1/4 lbs. beef and 98 1/4 lbs. of vegetables. By order of Commanding Officer placed J. S. Karlson (Sea) in cell for safe keeping, he being drunk on board ship and placed Thomas Stephens (Sea) in single room for safe keeping and to restrain him from violence, he being out of his mind.

W. R. Caperton
1st Lieutenant U. S. N.

From 8 A.M. to Merid.

Calm first hour, then light to gentle breeze blowing from N. W. to S. E. by S. Fair and pleasant. The following named apprentices returned each 16 hours overtime: M. S. Finley, A. Lundeberg, and Ch. O. Probst. J. L. Brown returned 17 hours overtime. Charles Griffin (Sea) reported the expiration of his term of enlistment. Temperature of magazine 75° 75° forward, 76° 76° aft.

Geo. R. Brown
1st Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Calm. Occasional light air from S. W. to N. by N. The following men returned on board overtime, viz: J. L. Davis (L.P.), J. Leary (P. 10.), L. B. Blewett (Sea) and L. M. McKelly (B. M. 2c) each 1 1/4 hours and William Joly (B. M. 2c) 2 1/2 hours.

J. H. Purcell
1st Lieutenant U. S. N.

From 4 to 8 P.M.

Light air from S. W. and N. W., and calm. Clear and pleasant. Received on board in Equipment Dept. from shore lighter 2500 gallons of water. Sent on shore to the Chief of Police an offer of a reward of Five dollars (\$5.00) for the arrest and delivery on board of each of the following named men: P. Wood (B. M. 10.) and J. Longaw (L.P.). Received an official visit from the Governor's Secretary returning that of yesterday made by the Commanding Officer. J. M. Dealy (Crack) and A. H. Murphy (Lds) returned 6 hours overtime.

Geo. R. Brown
1st Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Balling dew. Occasional light air from North. F. Wood B. M. 10. returned on board 9 hours and 53 minutes overtime.

J. H. Purcell
1st Lieutenant U. S. N.

Examined and found to be correct.

J. B. McElton
1st Lieutenant U. S. N. Navigator.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air Dry Ashby's Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.																			
1				E. N. E.	N. W.		0-1			30.30	71	71	72		b.c.	cum.	9		
2				"	"		0-1			30.30	70	70	71		"	"	9		
3				"	"		0-1			30.27	70	70	71		"	"	9		
4				E. by S.	"		0-1			30.27	70	70	71		b.	none	10		
5				E. S. E.	North		0-1			30.26	70	69	67		"	cir. cum.	10		
6				E. S. E.	"		0-1			30.26	71	69	67		b.c.	cum. strat.	9		
7				"	"		0-1			30.26	71	69	67		b.c.	"	9		
8				"	Calms		0			30.26	71	69	67		"	"	9		
9			28.1	"	"		0			30.28	72	70	68		"	"	9		
10	6	7	34.7	N. S. W. 1/2 W.	E. S. E.		0-4	0	0	30.33	75	74	75	74	"	"	9		
11	7	3	42.0	"	S. E. by E.		4	0	0	30.33	75	74	75	74	b.	none	10		
Noon.	8	5	50.5	"	"		4	0	0	30.32	76	75	72	74	"	"	10		

22. Distance run by log *Departure by Bearings*
Course and distance made good since preceding noon by observations,

25 knots. tenths.

Position at Noon: Latitude by D-R. *Bearings* 32° 24' N. "
Longitude by D-R. *Bearings* 17° 15' W. "
Latitude by observations of ☉ " "
Longitude by chronometer from Forenoon Observations of ☉ " "
Position at 8 A. M. Latitude by " "
Longitude by " "
Position at 8 P. M. Latitude by *D.R. from Noon* 32° 02' N. "
Longitude by *Chronometer from Afternoon Observations* 17° 46' W. "
Current during the time, knots tenths per hour, setting to the
Deviation of the Compass by Azimuth ☉ observed at , ship's head
Deviation of the Compass by Azimuth ☉ observed at " "
Water expended during the preceding 24 hours, 400 gallons.
Water received during the preceding 24 hours, 2000 "
Water remaining on hand fit for use at Noon, 2600 "
Coal consumed during the preceding 24 hours, 3 tons 1300 lbs.
Coal remaining on hand at Noon, 165 " 1680 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at'd.	Air, by Ashby's Bulb.	Air, by Fath. Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky in 10ths.	State of the Sea.
1	8	3	58.8	N. S. W. 1/2 W.	E. S. E.	4	2	0	30.32	76	77	73	74	b.c.	cir. cum.	9	9
2	5	8	64.6	"	"	4	2	0	30.33	75	76	73	74	"	"	9	"
3	4	7	69.3	"	E. by S.	4	2	0	30.31	74	75	72	75	"	"	9	"
4	4	4	73.7	"	"	4	2	0	30.29	74	74	72	75	"	"	9	"
5	3	9	77.6	"	E. N. E.	3	2	0	30.27	77	79	75	75	"	"	8	"
6	3	3	80.9	"	"	3	2	0	30.26	75	77	74	75	"	"	8	"
7	2	3	83.2	"	"	2	2	0	30.25	75	75	72	75	"	"	8	"
8	2	5	84.9	"	"	2	0	0	30.27	75	74	72	74	"	"	8	"
9	2	2	86.6	"	E. by N.	2	0	0	30.26	74	74	72	74	b.c.w.	"	8	"
10	2	5	88.2	"	"	2	0	0	30.24	74	74	72	74	"	cum.	7	"
11	2	4	90.0	"	E. S. E.	2	0	0	30.23	74	74	71	74	"	"	8	"
Mid.	3	2	93.0	"	"	3	0	0	30.24	74	73	71	74	"	"	8	"

under the command of

Commander Louis Kingsley
Sunday, September 30

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and bright starlight. Very light airs from the N.W. Barometer falling slightly. Moderate swell from the S.W.

From 4 to 8 A.M.

Light airs from North and calm. Clear and even. Jas. Seargas, boiler who brought on board by the Albatross 20 times overtime and a reward of Five dollars (\$5.00) was paid for his delivery on board. Coined topsail and royal yards at 7.00. Made preparations for sea. Received on board in Pay Trip. 98½ lbs fresh meat, 98½ lbs vegetables, and 79 lbs. of bread. Draught of ship forward 14 feet, 3 inches forward, 16 feet, 5½ inches aft. Baked fire under boilers A and B at 4.00.

George R. Davis,

Ensign U.S.N.

From 8 A.M. to Noon.

Clear, calm, followed by moderate breeze from E. S.E. and E. by E. when underway and clear of lee of the land. At 8.48 called "all hands up anchor". At 9.00 clock started ahead under steam, boilers A, B and D. At 9.08 put on patent log registering 28 knots. At 9.18 took departure Los Rock Lightstaff N ¼ E (pc) distant 1½ mile, Ship's head N ½ W (pc) on the cone. Patent log at this time 28.8 kts. At 9.30 made all sail (all hands) to royals, except fore and main topmast staysails, mainmast and gaff topsail. Under this sail at end of watch with steam in three boilers. Secured both bow anchors for sea. At Noon left tangent Madeira Islands pc. A. 21° E, ship on her course and Punchball dead astern. Steam pressure 55 lbs. Average revolutions 45. Apprentices at the wheel. Commanding Officer held Dinner Service. By order of Commanding Officer released from confinement J. P. Kachem (Lear). Temperature of magazines 75°-75° forward, 76°-76° aft.

Leutenant U.S.N.

From Noon to 4 P.M.

Fine weather. Moderate breeze from E. S.E. and E. by S. Very moderate sea and gentle swell from the Eastward. Barometer falling slightly. On course N. ½ W. Under all plain sail to royals. Stopped firing on boilers A and D. at 12.25 and ballast fire to die out. Stopped steaming at 1.40 and uncoupled propeller. Baked fire under boiler B. Average steam pressure 50 lbs. Average number of turns 39.5, for 1 hour 40 minutes. At about 1.50 set main topmast staysail and gaff topsail. Apprentices at the wheel. Baked distilling at 3.00 clock.

J. P. Kachem

Leutenant U.S.N.

From 4 to 8 P.M.

Generally clear and pleasant. Gentle to light breeze from E. S.E. At 4.30 hoisted down main and mizzen topmast staysails, flying jib, spanker and gaff topsail and hauled up mainmast. At end of watch under square sail to royals except mainmast, with jib on course N. ½ W. Apprentices at wheel. Distilling

N. A. Colman

Ensign U.S.N.

From 8 P.M. to Midnight.

Clear and damp. Wind light from E. by S. coming to E. S.E. Lower N. ½ W (pc) At 10.45 at starboard clew of mainmast and mizzen topmast staysail. At 11.15 stopped distilling and low banded fire under boiler B. At end of watch ship under mizzen topmast staysail and all plain sail to royals except flying jib, weather clew of mainmast and spanker. Apprentices at the wheel.

Approved

Louis Kingsley

Comdr. U.S.N. Comdg.

Examined and found to be correct.

W. S. Caperton

Leutenant U.S.N.

J. B. Mott

Leutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.																	
1	3	7	96.7	N. 74. 1/2 E.	E. S. E.		3	2	0	30.25	73	72	71	74	b. w.	none	10
2	3	2	99.3	"	"		3	2	0	30.25	73	72	71	74	"	"	10
3	2	8	1.8	"	"		3	2	0	30.24	73	72	71	74	b. c. w.	cum.	9
4	2	6	3.4	"	"		3	2	0	30.23	73	72	71	74	"	"	9
5	2	0	4.5	"	"		3	2	0	30.23	73	72	71	74	"	"	9
6	2	2	6.1	"	E. by S.		2-3	2	0	30.20	74	73	72	74	"	"	9
7	2	0	7.2	"	E. S. E.		2-3	2	0	30.20	74	73	72	74	b. c.	"	8
8	2	2	7.9	"	"		2-3	2	0	30.23	74	73	72	74	"	"	8
9	1	8	8.9	"	"		2	2	0	30.24	75	74	72	76	"	cir. cum.	8
10	1	7	9.1	"	"		1-2	2	0	30.26	76	75	73	75	"	"	8
11	0	5	9.1	"	"		0-1	2	0	30.26	78	76	73	75	"	"	7
Noon.	0	8	9.1	"	"		0-1	2	0	30.26	78	77	73	75	"	"	5

71.0 Distance run by Log.

Course and distance made good since preceding noon by observations, S. 74. 1/2 E.

69 knots. tenths.

Position at Noon: Latitude by D. R. 31° 40' N. "

Longitude by D. R. 18° 20' W. "

Latitude by observations of ☉ 31° 45' N. "

Longitude by chronometer from Forenoon Observations of ☉ 18° 22' W. "

Position at 3 A. M.: Latitude by D. R. from Noon 31° 48' N. "

Longitude by Observations of ☉ 18° 18' W. "

Position at 3 P. M.: Latitude by D. R. from Noon 31° 39' N. "

Longitude by Chronometer from Afternoon Observations of ☉ 18° 33' W. "

Current during the time, 5 knots tenths per hour, setting to the N. 74. 1/2 E.

Deviation of the Compass by Azimuth of ship's head N. 74. 1/2 E. 18° 29' W.

Deviation of the Compass by Azimuth of ☉ observed at 8 A. M. 2° 57' W. " (Obs. used 18° 50' W.)

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 500 "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, 1 tons 255 lbs.

Coal remaining on hand at Noon, 164 " 1365 "

P. M.																	
1	0	2	9.1	N. 74 1/2 E.	E. N. E.	1	20	0	30.25	78	77	73	75	b. c.	cir. cum.	7	5
2	0	5	9.1	"	"	1		0	30.23	77	76	72	75	"	"	7	"
3	0	5	9.1	"	"	1		0	30.22	76	75	71	75	"	"	8	"
4	0	5	9.2	"	"	1	20-15	0	30.22	79	76	72	75	"	"	9	"
5	1	4	9.5	"	"	1		0	30.22	79	78	73	75	"	"	9	5
6	1	6	10.3	"	"	1		0	30.22	76	75	71	75	"	"	9	"
7	2	2	11.5	"	N. E. by N.	1-2		0	30.22	75	75	71	75	"	"	8	"
8	2	3	13.0	"	"	1-2	22-23	0	30.22	75	75	71	75	"	"	8	"
9	1	9	14.3	"	North	1	0	0	30.22	75	74	71	75	"	"	8	"
10	1	5	15.0	"	"	1	0	0	30.22	75	73	70	75	b. c. w.	cir. cum.	9	"
11	1	5	15.4	"	N. N. E.	1	0	0	30.20	74	72	70	75	"	"	9	"
Mid.	1	5	15.9	"	"	1	0	0	30.20	74	72	70	75	"	"	9	"

under the command of

Commander Louis Kingsley
Monday, October 1

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from E. S. E. Clear, with bright starlight. Very heavy dew. Smooth sea. On course O. P. 1/2 H., per Standard, under mizzen topmast staysail and plain sail to royals except flying jib, weather clew of mainsail and spanker. Five banks under boiler B. Apprentices at the wheel.

Geo. R. Black,

6. Lieutenant O. P. N.

From 4 to 8 A.M.

Clear. Drilling dew first part. Light to gentle breeze from E. S. E. to East. Course O. P. 1/2 H. (pc.) At 6:40 started distilling. Flushed bilges. At 7:50 set port studding sail. At end of watch under same sail as in preceding watch with studding sail. Apprentices at the wheel.

J. J. Russell,

10. Lieutenant O. P. N.

From 8 A.M. to Noon.

Fine weather. Very light Easterly air. Steady barometer. Smooth sea. On course O. P. 1/2 H.

Under same sail as preceding watch. At 9:30 mustered at quarters. Boys mustering according to their new station. Billed, 1st period, stationed divisions at quarters and fire quarters; 2nd period, mustered at stations for loading and fueling and then fueled sail; made sail again except mainsail. Apprentices at the wheel. Distilling. Temperature of magazines 76° 76° forward, 76° 76° aft.

George R. Brown,

5. Ensign O. P. N.

From Noon to 4 P.M.

Fair. Light air from E. N. E. Barometer falling. Load instructions as follows: 1. 30 to 2. 15, instruction teaming both watches; 2. 30 to 3. 15, Port watch, Gunney; At 3.30 watch on deck mustered both chains. Got rolling tackle in main yard. At 12.15 stopped distilling and aboard fire to die in under boiler B. At 12.25 changed course to O. P. 1/4 H. Port watch reading 9. At end of watch under square sail to royals except mainsail, with jib on course O. P. 1/2 H. Ship rolling considerably to starboard from N. E. Delivered apprentices of charges preferred by Commander Louis Kingsley against J. P. Scales, Treasurer of this ship. Apprentices at the wheel.

X. P. Bolman
10. Ensign O. P. N.

From 4 to 8 P.M.

Clear and pleasant. Light air and breeze from E. N. E. backing to N. E. by N. Course O. P. 1/4 H. (pc.) At 5.40 took in port lower studding sail and at 5.45 took in and fueled topgallant sails and royals, took single reef in topicals and set them for exercise and at 6.00 shook all reef and set topgallant sails and royals again. At end of watch ship on her course under all plain sail to royals, except flying jib, mainsail and spanker. Apprentices at the wheel.

W. H. Caperton,

10. Lieutenant O. P. N.

From 8 P.M. to Midnight.

Light air from North and N. N. E. Clear with bright starlight and heavy dew. Long swell from S. W. and E. W. At 8.20 set the flying jib, main and mizzen topmast staysails, weather clew of mainsail and spanker. Took in spanker at 9.15 and the staysails at 11.55. At end of watch on course O. P. 1/4 H., under plain sail to royals except weather clew of mainsail and spanker. Passed a steamer standing to N. W. and E. W. at 10.10. Apprentices at the wheel.

Geo. R. Black,

2. Lieutenant O. P. N.

Examined and found to be correct.

J. B. Miller,

Lieutenant O. P. N.

Navigational

LOG of the UNITED STATES

Ship *Essex*
Making passage from *Funchal, Madeira to Yorktown, Va.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Gale, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.	16	9													
1	1	4	16.6	<i>N. 1/4 E.</i>	<i>N. E.</i>	2-3	0	30.17	74	72	70	75	<i>b. c.</i>	<i>none</i>	10 <i>P.</i>
2	1	7	17.8	"	"	2-3	0	30.16	73	72	70	75	"	"	10 "
3	2	0	19.4	"	<i>N. E. by N.</i>	2-3	0	30.15	73	72	69	75	"	"	10 "
4	2	5	22.0	"	"	3	0	30.14	73	72	69	75	"	"	10 "
5	3	0	24.9	"	"	3	0	30.16	73	72	69	75	"	"	8 "
6	3	0	27.9	"	"	3	0	30.18	73	72	69	75	<i>b. c.</i>	<i>cum. str.</i>	8 "
7	2	5	30.5	"	"	2-3	0	30.18	74	73	70	75	"	"	8 "
8	2	2	32.5	"	<i>E. N. E.</i>	2-3	0	30.18	74	73	70	75	"	"	7 "
9	2	1	34.2	"	"	2	0	30.22	75	73	70	75	"	<i>cum. cum.</i>	9 "
10	2	0	35.8	"	<i>N. E. by E.</i>	2-3	0	30.22	75	73	70	75	"	"	9 "
11	2	3	39.5	"	"	2-3	0	30.22	75	73	70	75	"	"	8 "
Noon.	2	0	39.4	"	"	2-3	0	30.23	75	75	71	75	"	"	9 "

42.6 Distance run by log.

Course and distance made good since preceding noon by observations, *N. 1/4 S.*

46 knots. tenths.

Position at Noon:	Latitude by D. R.	31° 17' <i>N.</i> "
	Longitude by D. R.	18° 59' <i>W.</i> "
	Latitude by observations of ☉	31° 11' <i>N.</i> "
	Longitude by chronometer from Forenoon Observations of ☉	18° 59' <i>W.</i> "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	31° 17' <i>N.</i> "
	Longitude by <i>observation</i> ☉	18° 52' <i>W.</i> "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	30° 54' <i>N.</i> "
	Longitude by <i>chronometer from afternoon observation</i> ☉	19° 24' <i>W.</i> "
Current during the time, 6 knots tenths per hour, setting to the South		
Deviation of the Compass by Azimuth ☉ observed at ship's head		0 "
Deviation of the Compass by Azimuth ☉ observed at "		0 " "
Water expended during the preceding 24 hours,		400 gallons.
Water during the preceding 24 hours,		"
Water remaining on hand fit for use at Noon,		2300 "
Coal consumed during the preceding 24 hours,		tons 595 lbs.
Coal remaining on hand at Noon,		164 " 770 "

P. M.	1	3	40.1	<i>N. 1/4 E.</i>	<i>N. E. by E.</i>	2-3	0	30.21	77	75	71	75	<i>b. c.</i>	<i>cum.</i>	9 <i>P.</i>
1	1	3	41.3	<i>N. 1/4 E.</i>	"	2-3	0	30.21	76	74	71	75	"	"	8 "
2	2	5	43.4	"	<i>N. E.</i>	3	0	30.20	75	74	70	75	"	"	8 "
3	3	2	46.2	"	"	3	0	30.17	75	74	70	75	"	"	8 "
4	3	8	49.6	"	"	3	0	30.20	79	80	74	75	"	"	7 "
5	3	3	52.9	"	<i>N. N. E.</i>	3	0	30.21	75	75	71	75	"	"	7 "
6	3	9	56.8	"	"	3	0	30.21	74	74	70	75	"	"	7 "
7	4	0	60.8	"	"	3-4	0	30.21	74	74	70	75	"	"	7 "
8	4	2	64.9	"	"	3-4	0	30.22	74	74	70	75	"	"	7 "
9	4	1	69.0	"	<i>N. E. by N.</i>	3-4	0	30.25	74	74	70	75	<i>b. c.</i>	"	6 "
10	4	0	73.0	"	"	3-4	0	30.27	74	74	70	75	"	"	6 "
11	3	6	76.4	"	<i>N. E.</i>	3-4	0	30.28	74	74	70	75	"	"	6 "
Mid.	3	5	79.7	"	<i>N. E. by E.</i>	3-4	0	30.28	74	74	70	75	"	"	6 "

42.7

Commander Louis Kingsley
Tuesday, October 2

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bleak. Dew. Light to gentle breeze from N.E. and N.E. by N. Comer N. 3/4 N. 1/4 N. At 3.15 set main and mizzen topmast staysails and spanker, with this addition, under same sail as at end of preceding watch. Apprentices at the wheel.

From 4 to 8 A.M.

Fine weather. Light to gentle breeze from N.E. by N. to E. N.E. Barometer about steady. Smooth sea. On comr N. 3/4 N. Under same sail as preceding watch, except at 7.45 hauled down main topmast staysail, then set lower studding sail. Apprentices at wheel.

From 8 A.M. to Merid.

Fine, clear weather. Light to gentle breeze from E. N.E. to N.E. by E. Barometer steady. At 8.45 hauled down mizzen topmast staysail and took in spanker. At 9.30 set port lower studding sail, rapid foreail and hauled up mainsail. Lead drills as follows: At 9.30 mustered and inspected crew at quarters; From 9.45 to 10.45 instructed apprentices in Principal duties. At 10.30 pumped at big; From 10.45 to 11.30 exercised apprentices of watch on deck at loosing and furling for royal and in going aloft. At end of watch under both lower studding sails, jib, flying jib, and all square sail except mainsail, on comr N. 3/4 N. 1/4 N. Apprentices at the wheel. Temperature of magazines 76°-76° forward, 75°-75° aft. Inspected magazine floor co's and found them in working order.

From Merid. to 4 P.M.

Bleak and fine weather. Light to gentle breeze from N.E. by E. backing to N.E. Comr N. 3/4 N. 1/4 N. (p.c.) until 12.30 when it was changed to N. 3/4 N. 1/4 N. (p.c.) At 3.45 took in port lower studding sail. 3rd period, watch on deck exercised at furling and loosing for royal. 4th period, watch on deck had instruction in gunnery. 5th period, served out clean hammocks. One steamer and one sail in sight during watch. At end of watch under same sail as at end of preceding watch, except port lower studding sail. Apprentices at the wheel.

From 4 to 8 P.M.

Gentle to moderate breeze from N. N.E. Fair and pleasant. Smooth sea. Set the main and mizzen topmast staysails and lee clew of mainsail at 4.20. Took in studding sail at 5.45. At 5.50 called all hands and returned at reefing topsails. Took in light sails and single reefed topsails. Afterward, about at the reef and made sail to royals. A ship in sight ahead at end of watch, standing about N. 3/4 N. At end of watch under main and mizzen topmast staysails and plain sail to royals, except weather clew of mainsail. Apprentices at the wheel.

From 8 P.M. to Mid.

Bleak. Dew. Light to moderate breeze from N.E. by N. to N.E. by E. At 11.40 hauled down main topmast staysail. Comr N. 3/4 N. 1/4 N. (p.c.) At end of watch under flying jib, jib, fore and mizzen topmast staysails and all square sail, except weather clew of mainsail. Apprentices at the wheel.

J. B. Millers,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex. *Third* Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.					
A. M.																			
1	3	7	83.4	<i>N. 3/4 N.</i>	<i>N. E. by E.</i>		3	0	0	30.26	74	72	69	75		<i>b. c. w.</i>	<i>cum.</i>	8	<i>S.</i>
2	3	8	87.2	"	<i>N. E. by S.</i>		3	0	0	30.25	74	72	69	75		"	"	7	"
3	3	7	90.9	"	"		3	0	0	30.24	74	72	69	74		"	"	7	"
4	4	0	94.9	"	"		3	0	0	30.24	73	72	69	74		"	"	7	"
5	4	0	98.6	"	"		3-4	0	0	30.24	73	72	69	74		"	"	7	"
6	3	6	1.8	"	"		3	0	0	30.24	74	73	70	74		<i>b. c.</i>	<i>cum. strat.</i>	7	"
7	3	4	4.9	"	"		3	0	0	30.24	74	73	70	74		"	"	8	"
8	3	0	7.4	"	"		3	0	0	30.25	74	73	70	74		"	"	8	"
9	3	1	10.1	"	"		3	0	0	30.28	74	73	74	75		"	"	8	<i>L.</i>
10	3	2	13.6	"	"		3	0	0	30.28	74	74	70	75		"	"	8	"
11	3	4	17.0	"	"		3-4	0	0	30.28	75	74	70	75		"	<i>Cir. cum.</i>	8	"
Noon.	3	5	20.5	"	"		3	0	0	30.28	75	75	70	75		"	"	8	"

85.1 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *3/4 N.*

81 knots. tenths.

Position at Noon:	Latitude by D. R.	30° 19' 4". "
	Longitude by D. R.	20° 01' 17" 1/2. "
	Latitude by observations of ☉	30° 22' 4". "
	Longitude by chronometer from Forenoon Observations of ☉	20° 15' 18". "
Position at 3 A. M.	Latitude by <i>D. R. from Noon</i>	30° 30' 4". "
	Longitude by <i>chronometer</i>	20° 03' 10". "
Position at 3 P. M.	Latitude by <i>D. R. from Noon</i>	30° 03' 4". "
	Longitude by <i>chronometer from Afternoon Observations</i>	20° 42' 10". "

Current during the time, 3 knots tenths per hour, setting to the *N. N. E. 1/4 E.*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *N. 3/4 N. 1/2 N.*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, " " *2° 06' N. " Bar. used 19° 10' N.*

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1900 "

Coal consumed during the preceding 24 hours, tons — lbs.

Coal remaining on hand at Noon, 164 " 770 "

P. M.																			
1	3	4	23.9	<i>N. 3/4 N.</i>	<i>N. E. by S.</i>		3	0	0	30.27	75	75	70	76		<i>b. c.</i>	<i>cir. cum.</i>	8	<i>L.</i>
2	3	8	27.7	"	"		4	0	0	30.27	75	75	70	76		"	"	7	"
3	3	8	31.6	"	"		3-4	0	0	30.27	75	75	70	76		"	"	6	"
4	4	0	35.5	"	"		3-4	0	0	30.27	77	74	70	76		"	"	8	"
5	4	1	39.6	"	"		4	0	0	30.27	78	81	74	76		"	"	9	"
6	4	2	43.8	"	"		4	0	0	30.27	75	77	71	76		"	<i>cum. strat.</i>	8	"
7	3	8	47.6	"	<i>N. E.</i>		3-4	0	0	30.28	75	74	70	76		"	"	8	"
8	3	7	51.3	"	"		3-4	0	0	30.28	75	74	69	75		"	"	9	"
9	3	5	54.8	"	"		3-4	<i>Roll</i>		30.28	75	74	70	75		"	"	9	"
10	2	9	57.7	"	"		3		0	30.28	75	74	70	75		"	"	8	"
11	3	0	61.1	"	"		3		0	30.28	75	74	70	75		"	"	7	"
Mid.	1	5	62.4	"	"		2	20-15	0	30.27	75	74	70	75		"	"	6	"

under the command of

Commander Louis Kingsley

Wednesday, October 3

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bright starlight. Gentle to moderate breeze from between N.E. by E. and N.E. by S. Course N. 30° $\frac{1}{2}$ W. Under all plain sail to royals except spanker and weather clew of mainmast, also mizzen topmast stay-sail. Smooth sea. Apprentices at the wheel.

George R. Evans, 1st Mate

Ensign W. F. N.

From 4 to 8 A.M.

Cloudy and pleasant. Sun rose 6.10. Moderate to gentle breeze from N.E. by N. At 4.30 set spanker and at 6.30 took it in. At 8.0 clock set starboard lower studding sail. Watch edged up scrubbing hammocks. At end of watch on course N. 30° $\frac{1}{2}$ W. under jib flying jib, starboard lower studding sail, mizzen topmast stay-sail and all square sail, except weather clew of mainmast. Apprentices at the wheel.

A. A. Goldman
Ensign W. F. N.

From 8 A.M. to Noon.

Clear and fine weather. Gentle to moderate breeze from N.E. by N. Course N. 30° $\frac{1}{2}$ W. (pc). Scrubbed hammocks and clothes. Long swell from S. by W. At end of watch, ship on course under same sail as at end of preceding watch. Apprentices at the wheel. Temperature of magazine 76° 76° forward, 75° 75° aft.

W. A. Raperton
Lieutenant W. F. N.

From Noon to 4 P.M.

Gentle to moderate breeze from N.E. by N. Clear and pleasant. Long swell from S. W. On course N. 30° $\frac{1}{2}$ W. under same sail as in preceding watch. At 1.30 a Punamary Court Marshal of which Lieut. J. B. Miller, W. F. N., was Senior Member met for the trial of J. D. Kaulds, Seaman charged with being drunk on duty, and using profane and obscene language. The Court adjourned at 2.40, to await the action of the Reviewing Authority. Apprentices unhauling clothing. Apprentices at the wheel.

Geo. R. Evans
Lieutenant W. F. N.

From 4 to 8 P.M.

Clear. Gentle to moderate breeze from N.E. and N.E. by N. Course N. 30° $\frac{1}{2}$ W. (pc) At 4.15 went to quarters and turned in scrubbed hammocks. At 5.35 took in studding sail. At 5.40 exercised all hands shortening and furling light sails and single reefing topsails, then made sail again. At 6.00 hauled down and stowed flying jib and set weather clew of mainmast. At end of watch under jib and all square sail. At 7.45 hauled down mizzen topmast stay-sail. Apprentices at the wheel. Long swell from North.

J. B. Miller
Lieutenant W. F. N.

From 8 P.M. to Midnight.

Bright starlight. Banks of clouds rising to the Northward and West. Gentle falling to light breeze from the N.E. Breeze barometer. Heavy swell from the N. by W. Course N. 30° $\frac{1}{2}$ W. Under same sail as preceding watch. Apprentices at wheel.

George R. Evans.

Ensign W. F. N.

Examined and found to be correct.

J. B. Miller,
Lieutenant W. F. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Funchal, Madeira, to Yorktown, Va.

Hour.	Knots.	Tenks.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in fms.	State of the Sea.	
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
A. M.	4	7																
1	2	0	64.1	<i>N. E. 1/4 W.</i>	<i>N. E. by E.</i>		2	Roll	0	30.26	75	74	70	75	<i>b. c. w.</i>	<i>circum. numb.</i>	5	L.
2	2	4	66.2	"	"		2		0	30.26	74	74	70	75	"	"	3	"
3	3	0	69.2	"	"		2-3		0	30.25	74	74	70	75	"	<i>circum.</i>	8	"
4	2	0	71.5	"	"		3	21-18	0	30.25	74	74	70	75	"	<i>circum.</i>	6	"
5	7	0	73.4	"	<i>East</i>		2-3		0	30.25	74	74	70	75	"	<i>cum.</i>	7	"
6	6	0	74.2	"	"		2-3		0	30.25	74	74	70	75	<i>b. c.</i>	"	5	"
7	0	8	74.5	"	"		2-3		0	30.26	75	74	70	75	"	"	5	"
8	1	3	75.1	"	"		2-3		0	30.26	75	74	70	75	"	"	5	"
9	0	6	75.3	"	"		2		0	30.28	76	74	71	75	"	<i>cum. numb.</i>	2	"
10	4	0	79.3	"	<i>N. E.</i>		4-5		0	30.25	74	72	69	75	<i>b. c. g. p.</i>	<i>numb.</i>	1	"
11	3	3	82.6	"	<i>East</i>		3		0	30.25	73	73	70	76	<i>b. c.</i>	<i>cum. numb.</i>	2	"
Noon.	2	8	85.2	"	"		2		0	30.23	75	74	71	76	"	"	3	"

67.2 Distance run by log.

Course and distance made good since preceding noon by observations, *N. E. 1/4 W.*

	Latitude by D. R.	73 knots.	tenths.
	Longitude by D. R.	29 ° 40 ' N. "	
Position at Noon:	Latitude by observations of ☉	21 ° 15 ' N. "	
	Longitude by chronometer from Forenoon Observations of ☉	29 ° 35 ' N. "	
	Latitude by <i>D. R. from Noon</i>	21 ° 19 ' N. "	
Position at 8 A. M.	Longitude by <i>chronometer</i>	29 ° 42 ' N. "	
	Latitude by <i>D. R. from Noon</i>	21 ° 09 ' N. "	
Position at 8 P. M.	Longitude by <i>chronometer from afternoon observation</i>	29 ° 25 ' N. "	
		21 ° 37 ' N. "	

Current during the time, 6 knots tenths per hour, setting to the *N. E. by E.*

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1500 "

Coal consumed during the preceding 24 hours,

tons 850 lbs.

Coal remaining on hand at Noon,

163 " 2160 "

P. M.																		
1	1	5	85.7	N. E. 1/4 W.	E. by N.	1-2	Roll	0	30.23	76	75	72	76	b. c.	cum.	5	L	
2	1	5	85.8	"	E. N. E.	1-3		0	30.20	76	75	71	76	"	"	5	"	
3	1	6	86.8	"	N. E.	2-3		0	30.20	76	75	71	76	"	cum. wind.	5	"	
4	1	7	87.3	"	"	2-3	20-17	0	30.20	78	76	71	76	"	"	5	"	
5	4	0	91.3	"	"	2-3		0	30.20	76	76	71	76	"	"	5	"	
6	2	0	93.3	"	N. E. by N.	2-3		0	30.20	75	74	71	77	b. c. w.	"	6	"	
7	2	0	95.2	"	"	3		0	30.22	75	74	71	77	"	"	6	"	
8	2	5	97.7	"	"	3	19-16	0	30.22	75	74	71	77	"	"	5	"	
9	3	4	100.9	"	N. E. by E.	3-4		0	30.21	74	72	70	76	"	"	7	"	
10	3	4	4.1	"	"	3-4		0	30.21	74	72	70	76	"	cum.	4	"	
11	3	0	6.9	"	N. E. by N.	3		0	30.21	74	73	70	76	"	"	8	"	
Mid.	1	8	8.5	"	"	3		0	30.20	74	72	69	76	"	"	9	"	

under the command of

Commander Louis Kingsley
Thursday, October 4

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partly cloudy and pleasant. Light to gentle breeze from N.E. by E. At end of watch, under plain sail to royals except spunker, on course N. 1/4 N. Moderate swell from N.E. by E. Ship rolling considerably. Apprentices at the wheel.

W. A. Coleman
Ensign U.S.N.

From 4 to 8 A.M.

Fair and pleasant. Light to gentle breeze from N.E. by E. veering to East. Course N. 1/4 N. 1/2 N. (p.c.) Long swell from S. 1/4 N. to which ship rolled deeply at frequent intervals. At end of watch, ship on her course under all plain sail to royals, except flying jib, fore chow of mainsail and spunker. Apprentices at the wheel. Rain squall on the horizon to the S.W. and S.E. last hour.

W. R. Caperton
Lieutenant U.S.N.

From 8 A.M. to Merid.

Light to gentle breeze from East, increasing to a stiff breeze in a rain squall from N. N.E. about 9.30. Reduced sail to the squall and afterwards made sail to royals hauled up mainsail, hauled down head sail, and set both lower studding sails. At end of watch on course N. 1/4 N. 1/2 N. under both studding sails and plain sail to royals except headsails mainsail and spunker. Mustered crew at quarters at 9.30 then called all hands to muster and read the finding and sentence of the Summary Court Martial in the case of J. C. Karsen, Cox. Karsen was found guilty, and sentenced to be confined in solitary confinement, in single irons, on bread and water, for fifteen days, with full raton every fifth day, and police duties and loss of pay, for fifteen days, amounting to twelve dollars and 50 cents (\$12.50). The finding and sentence were approved by the Commanding Officer, the part referring to loss of pay being referred to the Secretary of the Navy. J. C. Karsen, Cox, was confined in accordance with the above sentence. Carried out watch of apprentices at signals from 10.00 to 11.30. Unhauled flying jib for repairs. Apprentices at the wheel. Temperature of magazines 78° 77° forward, 77° 77° aft.

Geo. R. Evans
Lieutenant U.S.N.

From Merid. to 4 P.M.

Bleak. Light air to gentle breeze from E. by S. to N.E. At 2.30 took in fore studding sail and set lee clew of mainsail. Carried out watch of apprentices at signals and all apprentices were exercised and instructed in "Ann and Away". Course N. 1/4 N. 1/2 N. At end of watch under standard studding sail and all square sail except weather clew of mainsail. Apprentices at the wheel.

J. P. Russell
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair. Light to gentle breeze from N.E. and N.E. by S. Barometer rising slightly. Long sea from N.E. Ship rolling deeply at times. Course N. 1/4 N. 1/2 N. Under same sail as preceding watch except took in stunsail at 5.40. At 5.55 reefed mainsail with boys of forecastle and afterwards, the chow at reef. Apprentices at the wheel.

George R. Evans.

Ensign U.S.N.

From 8 P.M. to Mid.

Partly cloudy and pleasant. Gentle to moderate breeze from S.E. by E. to N.E. by S. Barometer steady. At 8.10 set jib. At end of watch under jib and square sail to royals except weather clew of mainsail on course N. 1/4 N. 1/2 N. Apprentices at wheel. Long sea from N.E. Ship rolling considerably.

W. A. Coleman
Ensign U.S.N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. attd.	Air, Dry.	Air, Wet.	Water at Surface.			
A. M.	28	2															
1	2	2	10.7	N. 3/4 E. 1/2 N.	N. E. by E.	3	Roll	0	30.15	74	73	69	76	b.c.	cum.	8	cl
2	1	6	12.3	"	E. by N.	2-3		0	30.13	74	73	69	76	"	"	7	"
3	1	5	12.7	"	E. by S.	2		0	30.12	73	73	69	76	"	"	7	"
4	1	6	13.0	"	"	2	20-19	0	30.12	73	72	68	76	"	"	8	"
5	1	5	13.1	"	"	2		0	30.12	73	72	68	76	"	cir. cum.	8	"
6	1	5	13.1	"	"	2		0	30.14	73	72	68	76	"	"	6	"
7	1	0	13.1	"	S. E. by S.	1-2		0	30.15	74	73	68	76	"	"	7	"
8	No steerage-way			"	Calm	0		0	30.16	74	73	69	76	"	"	7	"
9	No steerage-way			"	"	0		0	30.17	75	74	69	77	"	cir. cum.	7	"
10	"			"	"	0		0	30.19	76	74	70	77	"	"	8	"
11	"			"	"	0		0	30.19	76	75	71	77	"	"	8	"
Noon.	"			"	Variable	0-1		0	30.18	76	76	71	77	"	"	7	"

39.1 Distance run by log.

Course and distance made good since preceding noon by observations, *N. 3/4 E.* 40 knots. tenths.

Position at Noon:	Latitude by D. R.	29. 09. N. "
	Longitude by D. R.	21. 04. W. "
	Latitude by observations of ☉	29. 10. N. "
	Longitude by chronometer from Forenoon Observations of ☉	21. 05. W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	29. 10. N. "
	Longitude by <i>observations</i>	21. 05. W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	29. 11. N. "
	Longitude by <i>chronometer from afternoon observations</i>	21. 05. W. "

Current during the time, 3 knots tenths per hour, setting to the *N. E. by N.*

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *N. by E.*

Deviation of the Compass by Azimuth ☉ observed at 8 P. M., " *3. 50. N. " Dev. used 18. 10. N.*

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1100 "

Coal consumed during the preceding 24 hours, tons 5.0 lbs.

Coal remaining on hand at Noon, 160 1/6 50 "

P. M.																	
1	No steerage-way				Calm	0	0	0	30.14	77	76	71	77	b.c.	cum.	9	cl
2	"				"	0	0	0	30.13	78	78	72	77	"	"	6	"
3	"				Variable	0-1	0	0	30.13	78	79	72	77	b.c. v.	cum. mist.	4	"
4	"				Ch. S.	0-1	0	0	30.11	75	77	72	77	b.c. d.	mist.	2	"
5	0	1		N. N. W.	N. S. E.	1	0	0	30.10	75	75	70	77	b.c.	"	2	"
6	0	3		"	"	1-3	0	0	30.08	75	75	71	77	"	"	3	cl
7	0	5		"	"	1-3	0	3	30.08	75	74	69	77	"	"	2	"
8	0	0		"	"	1-2	0	0	30.07	75	74	69	77	"	"	2	"
9	1	9	13.2	N. 3/4 E. 1/2 N.	N. by S.	2	0	0	30.10	75	74	69	77	"	cir. cum.	4	"
10	7	0	21.8	"	"	2	0	0	30.12	75	74	69	77	b.c. p.	cum. mist.	6	"
11	7	0	28.5	"	N. 3/4 E.	2	0	0	30.10	75	74	69	77	b.c.	cir. cum.	8	"
Mid.	7	2	35.3	"	"	2	0	0	30.09	75	74	69	77	"	"	6	"

under the command of

Commander Louis Kingsley
Friday, October 5

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and fine. Light to gentle breeze from N.E. by E. morning to E. by S. Comm. M. 9^h 1/2 M. (p.m.) Long swell from N.W. At 1.30 hauled up lee clew of mainsail. At end of watch ship on course under full plain sail to royals, except flying jib, mainsail and sparker. Apprentices at wheel.

W. H. Caperton.
Lieutenant U. S. N.

From 4 to 8 A. M.

Light breeze to light air from E. by S. and S.E. by S. until last hour, then calm. Fair and pleasant. Long swell from N.W. Set lee clew of mainsail at 4.30. At 7.45 took in topgallant sails, royals, mizzen topsail and lee clew of mainsail and hauled down jib to prevent chafe. At end of watch under foresail and fore and main topsails with no stowaway. Apprentices at the wheel.

George R. Black.
Lieutenant U. S. N.

From 8 A. M. to Noon.

Clear calm. Light variable air. No stowaway. At 9.36 hauled up fore sail. Under topsails at end of watch. At 9.30 mustered at quarters. At 9.36 called clear ship for action. Set down royal yards. Divisions all reported ready at 9.48. At 9.54 went to General Quarters. Divisions reported as follows: Forward Powder Division, 1 minute; After Powder Division, 1 minute, 33 seconds; 1st Division, 2 minutes; Navigator's Division, 2 minutes, 15 seconds; 2nd Division, 2 minutes, 40 seconds; 1st Division, 3 minutes. At 9.58 commenced exercises. At 10.08 ceased. At 10.15 ceased royal yards. At 10.25 rounded Pine Bluff, Divisions reported ready as follows: Forward Powder Division, 1 minute, 30 seconds; Navigator's Division, 2 minutes, 25 seconds; 1st Division, 2 minutes, 30 seconds; 2nd Division, 3 minutes; 3rd Division, 3 minutes, 15 seconds; and after Powder Division, 3 minutes, 30 seconds. Ceased at 10.29. All Divisions were ready in 3 minutes, 30 seconds. Apprentices at the wheel. Temperature of magazines 78° 78° forward, 77° 78° aft.

J. H. Purcell.
Lieutenant U. S. N.

From Noon to 4 P. M.

Fair first part, cloudy latter part. Passing clouds last hour. Calm mod. of watch. Light variable air latter part. Barometer falling slowly. Towed out small store and clothing. At 3.30 hoisted for topmast staysail. At 3.50 started to furl mainsail and put steaming cone on. Apprentices at wheel.

George R. Lucas.

From 4 to 8 P. M.

Partly cloudy. Passing heavy banks of clouds. Light to gentle breeze from N.W. Barometer falling. At 4.0 clew started fire in boilers A. B. and C. Hooked smoke stack, furl mainsail and got main yard cone on. At 5.50 called all hands furl sail and furl all sails except for topmast staysail and sparker. At end of watch heading 4 by E. without stowaway. Comm. M. 9^h 1/2 M. Apprentices at wheel.

N. A. Copeman.
Ensign U. S. N.

From 8 P. M. to Midnight.

Cloudy to fair, with passing rain squalls from N.W. about 9.30. Wind light from N. by S. and N.W. No stowaway to 5.35. Comm. M. 9^h 1/2 M. (p.m.) At 5.35 hauled down jib and took in sparker and started steaming under boilers A. B. and C. At 8.40 brought ship on her course, patent log reading 13.2 miles. Moon set at 10.15. At end of watch under steam alone. Apprentices at the wheel. Amag. stand 55 lbs. Amag. revolution 43.

W. H. Caperton.
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McAllen,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship Essex

Third. Rate,

Making passage from Funchal, Madeira, to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Current Prop. in Miles.	State of the Sea.	
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
A. M.	2	0														
1	7	0	42.1	N. 70. 1/2 W.	N. 70. 1/2 W.	2	0	30.07	75	75	70	77	b.c.	cum. mist.	4	S.
2	6	6	48.6	"	"	2-3	0	30.04	75	75	70	76	"	mist.	2	"
3	6	3	54.9	"	West	3	0	30.04	75	75	69	76	0.	"	0	"
4	6	6	61.5	"	N. 70. 1/2 W.	5-3	0	30.02	72	70	68	76	b.c. p.g.	"	1	"
5	7	5	69.0	"	N. 70. 1/2 W.	3-4	3	30.01	72	70	68	76	b.c.	cir.	3	"
6	8	1	77.1	"	N. 70. 1/2 W.	4	4	30.02	72	70	68	76	"	cum. mist.	2	"
7	7	8	84.9	"	N. 70. 1/2 W.	4	5	30.04	74	72	70	76	"	cir. cum.	5	"
8	8	1	93.0	"	"	4	5	30.06	74	72	70	76	"	cum.	5	"
9	7	0	100.0	"	North	4	5	30.10	75	71	67	76	"	"	5	"
10	5	4	5.5	"	"	4	5	30.10	75	73	68	76	"	"	6	"
11	5	0	10.0	"	N. 70. 1/2 W.	4	5	30.10	75	73	68	76	"	"	6	N.
Noon.	5	0	15.0	"	N. 70. 1/2 W.	4	5	1/2 30.09	75	74	68	76	"	"	5	"

104 4 Distance run by log.

Course and distance made good since preceding noon by observations, 70. 1/2 W. 104 knots. tenths.

Position at Noon:	Latitude by D. R.	28 ° 07 ' N. "
	Longitude by D. R.	23 ° 28 ' W. "
	Latitude by observations of ☉	28 ° 04 ' N. "
	Longitude by chronometer from Forenoon Observations of ☉	23 ° 24 ' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	28 ° 18 ' N. "
	Longitude by observation ☉	23 ° 08 ' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	27 ° 30 ' N. "
	Longitude by chronometer from afternoon observations ☉	23 ° 51 ' W. "

Current during the time, 4 knots tenths per hour, setting to the SE 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. 70. 1/2 W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " 2 ° 31 ' W. " Dev. used 19 ° 20 ' W.

Water expended during the preceding 24 hours, 350 gallons.

Water distilled during the preceding 24 hours, 50 "

Water remaining on hand fit for use at Noon, 800 "

Coal consumed during the preceding 24 hours, 9 tons 200 lbs.

Coal remaining on hand at Noon, 154 1/4 50 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.	Force.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Surface Current.	State of the Sea.
1	3	0	18.0	N. 70. 1/2 W.	N. 70. 1/2 W.	5	5	1/2 30.09	75	74	68	76	b.c.	cir. cum.	4	N.
2	5	8	20.1	70. 1/2 W.	"	5	6	1/2 30.10	75	74	68	76	"	mist.	5	"
3	4	5	30.4	N. 70. 1/2 W.	N. 70. 1/2 W.	4-5	5	1 30.09	76	75	69	76	"	cir. cum.	4	"
4	5	3	38.7	70. 1/2 W.	N. 70. 1/2 W.	5	5	1 30.09	76	75	69	76	"	"	5	"
5	5	5	41.0	70. 1/2 W.	"	5	5	1 30.08	76	75	70	76	b.c. p.	cum. mist.	4	"
6	5	5	46.5	"	"	5	5	1 30.08	75	74	69	76	b.c.	"	3	"
7	5	2	51.7	70. 1/2 W.	N. 70. 1/2 W.	5	5	1 30.08	75	74	69	76	"	"	4	"
8	4	9	56.6	70. 1/2 W.	N. 70. 1/2 W.	5-7	6	3/4 30.10	74	73	69	76	b.c. p.g.	"	2	"
9	4	5	60.6	N. 70. 1/2 W.	"	5	5	1/4 30.12	74	73	69	76	b.c. p.g.	"	3	"
10	3	8	64.4	"	"	4	5	1/4 30.14	74	73	68	76	"	"	4	"
11	3	4	67.8	"	"	3-6	5	1/4 30.12	73	72	68	76	"	"	2	"
Mid.	3	0	70.8	"	"	3	5	1/4 30.10	73	72	69	76	b.c.	"	8	"

under the command of

Commander Louis Kingsley
Saturday, October 6

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light to gentle breeze from N.W. and West, increasing and blowing in stiff rain squalls from 4 P. till 4 A.M. Cloudy with rain last hour. Smooth sea Under steam alone, using boiler A. B. and D., no coal N. 10 1/2 N. per Standard. Average steam 55 lbs; revolutions 42. Apprentices at the wheel.

James C. Green
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy to clear. Gentle to moderate breeze from N.W. by N. to N. by W. At 4.30 set jib and staysails and spunkin. At 7 o'clock made plain sail to topgallant sails except mainsail and mizzen topsail Under this sail with staysails at end of watch. Coined N. 10 1/2 N. (pc) Steaming. At 7.40 Commanding Officer gave orders to allow fires to die out under boiler A. and D. Average steam pressure 55 lbs. Revolutions 46.2. Apprentices at the wheel.

W. H. Purcell
Lieutenant U.S.N.

From 8 A.M. to Noon.

Fair. Moderate breeze from between North and N. N. W. Barometer falling slightly at end of watch. Moderate sea from the Northward. On course N. 10 1/2 N. clear headed at end of watch Under same sail as preceding watch, with additions as follows: At about 9.00 reefed mainsail and all it; set flying jib and gaff topsail at about 10.00; crossed royal yards and set the royals. Stopped steaming and unmoored at about 8.53. Blewning ship. Apprentices at wheel. Average number of revolutions 37.7. Average steam pressure 48 lbs. Distilling with fires banked under boiler B. Temperature of magazine 78° 77° forward, 77° 77° aft.

George R. Evans
Ensign U.S.N.

From Noon to 4 P.M.

Partly cloudy and pleasant. Stiff breeze from N. by W. to N.W., varying at times in force and direction. Barometer variable. At 1.15 took in gaff topsail. At 2.00 took in royals and flying jib. At 3.00 took in royals and flying jib. At end of watch under plain sail to royals and all topsails staysails, heading N.W. by W. 1/2 W. Coined N. 10 1/2 N. Apprentices at wheel. All hands apprentices their bags for sewing and mending. Distilling.

N. A. Goldman
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy, with a passing squall from N.W. at 7.15. Stiff to fresh breeze from N.W. by N., veering to N. by W., by end of watch. Coined N. by S. (pc) At 5.45 hauled down flying jib and took in and futed royals; took in topgallant sails and set reef in topsails, after which shot out reef and set topgallant sails. At 7.15 took in and futed topgallant sails took two reefs in topsails and hauled down main and mizzen topmast staysails to a squall from N.W. At 7.40 brought ship on her course and hoisted main and mizzen topmast staysails. At end of watch ship on course, under fire, main and mizzen topmast staysails, jib, double reefed topsails, courses and spunkin. Apprentices at the wheel. Distilling with fires banked under boiler B.

W. R. Caperton
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Wind from N. by W. variable in force, blowing in squalls during part of watch. Cloudy and unsettled, first three hours clearing last hour. Moderate swell from N.W. and W. Cooled reefs out of topsails at 9.30 Took in main and mizzen topmast staysails to a squall at 10.40 and set them at 10.50 At end of watch on course N. by S. per Standard, under jib, all staysails, spunkin, foremast topsails and single reefed mainsail. Apprentices at the wheel. Distilling with fires banked under boiler B. Moon set at 11.20.

Examined and found to be correct.

James C. Green
J. B. Miller
Lieutenant U.S.N.
Lieutenant U.S.N., Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from *Finchal, Madeira, to Yorktown, Va.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	5	5																	
1	3	1	73.9	<i>N. 3/4 E.</i>	<i>N. by E.</i>		3-4	5	0	30.12	74	72	69	76	<i>b.c.</i>	<i>cum. mists</i>	8	<i>N.</i>	
2	4	3	78.2	<i>N. 3/4 E.</i>	<i>N. N. E.</i>		3-5	6	0	30.12	75	72	69	76	<i>b.c.g.</i>		6		
3	4	5	82.7		"		3-5	5	0	30.12	75	72	69	76	"	"	8		
4	5	2	87.9	<i>N. 3/4 E.</i>	<i>N. by E.</i>		3-5	5-8	0	30.13	74	71	68	76	"	"	7		
5	4	7	92.7	<i>E. 1/2 N.</i>	<i>N. N. E.</i>		3-5	5-8	1	30.13	74	71	68	76	"	"	4		
6	4	5	97.2	<i>N. 3/4 E.</i>	<i>N. N. E.</i>		3-5	5-8	1	30.14	74	72	69	76	"	"	4		
7	4	6	1.8	<i>N. 3/4 E.</i>	"		3-5	5-8	1	30.14	74	72	69	76	"	<i>cir. cum.</i>	4		
8	5	9	7.7	"	"		3-5	5-8	1	30.16	74	72	69	76	"	"	5		
9	5	3	13.0	<i>N. by E.</i>	"		5	5-8	1	30.16	75	74	68	76	"	"	4	<i>S.</i>	
10	5	5	18.5	<i>N. 3/4 E.</i>	"		4	5-8	1/2	30.18	75	74	68	76	<i>b.c.</i>	"	7		
11	4	6	23.1	<i>N. 3/4 E.</i>	"		4	5-8	1	30.18	75	74	68	76	"	"	6		
Noon.	4	0	27.0	"	"		4	5-8	1	30.18	75	74	68	77	"	"	4		

112.2 *Distances run by Log.*Course and distance made good since preceding noon by observations, *N. 3/4 E.* 112 knots. tenths.

Position at Noon:	Latitude by D. R.	26° 40' N. "
	Longitude by D. R.	24° 45' W. "
	Latitude by observations of ☉	26° 37' N. "
	Longitude by chronometer from Forenoon Observations of ☉	24° 44' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	26° 51' N. "
	Longitude by <i>Observations</i>	24° 29' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	26° 05' N. "
	Longitude by <i>Chronometer from Afternoon Observations</i>	25° 09' W. "

Current during the time, 3 knots tenths per-hour, setting to the *SE 1/2 E.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *N. by E.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " *2° 42' W. Dev. used 19° 00' W.*

Water expended during the preceding 24 hours, 400 gallons.

Water *distilled* during the preceding 24 hours, 919 "

Water remaining on hand fit for use at Noon, 1319 "

Coal consumed during the preceding 24 hours, 1 tons 510 lbs.

Coal remaining on hand at Noon, 152 2180 "

P. M.																				
1	4	0	30.8	N. 3/4 E.	N. N. E.	4	5	3/4	30.16	75	74	67	77	b.c.	cum.	5	S.			
2	4	5	35.3	"	"	4	5	3/4	30.15	75	74	67	77	"	"	7				
3	4	3	39.6	N. 3/4 E. 1/2 N.	N. N. E. 1/4 N.	4	5	3/4	30.15	77	74	68	77	"	"	7				
4	4	4	43.9	"	"	4	5	3/4	30.15	77	76	69	77	"	"	7				
5	5	0	48.9	N. 3/4 E. 1/4 N.	"	4	5	1/4	30.16	76	76	69	77	"	cir. cum.	8				
6	5	3	54.2	N. 3/4 E.	"	4	5	1/4	30.16	76	75	69	77	"	"	8				
7	5	3	59.5	N. 3/4 E.	"	4	5	1/4	30.18	75	74	68	77	"	"	9				
8	5	5	64.7	N. 3/4 E. 1/4 N.	"	4	5	1/4	30.19	75	74	68	77	"	"	8				
9	4	8	69.5	N. 1/2 E.	N. E.	4	5	1/4	30.22	76	74	70	77	"	cum.	6				
10	4	7	74.2	"	"	4	5	1/4	30.22	76	74	70	77	"	"	6				
11	4	8	79.0	"	"	4	5	1/4	30.24	76	75	70	76	"	"	6				
Mid.	2	4	84.2	N. 1/2 S.	North	3-7	4	0	30.20	75	74	71	76	b.c.g.	cum. mist.	4				

57.8

6-200

under the command of

Commander Louis Kingsley
Sunday, October 7

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Squally. Gentle to moderate breeze from N. by N. and N. N. W. blowing stiff in squalls. Lower M. by S. (p.c.) Under same sail as in preceding watch. Appentices at the wheel. Distilling.

J. H. Russell

Lieutenant U. S. N.

From 4 to 8 A.M.

Partially cloudy first part, with squally appearances, clearing somewhat latter part. Barometer rising. Moderate sea from about N. N. W. Gentle to stiff breeze from N. N. by N. to N. N. W. Lower M. by S. By the wind on starboard tack, under all staysails, jib, fore and main topsails, spunkers. At 7.30 set topgallant sails. At end of watch a large full rigged ship on our weather beam, under all sail, distant about five miles. Appentices at the wheel. Distilling.

George R. Brown.

From 8 A.M. to Noon

Ensign U. S. N.

Partly cloudy, pleasant. Stiff to moderate breeze from N. N. W. Barometer rising slightly. Ship rolling considerably, to long swell from Northward. At 9 o'clock set main topsail and flying jib. At 10.40 set royal and gaff topsail. At 9.30 mustered crew at quarters and had divisional inspection, after which Commanding Officer inspected ship and crew. At 10.00 called all hands to muster, read Orders and Articles for Government of the Navy after which mustered crew. At 10.20 rigged Church and Commanding Officer held Divine Service. At 11.30 all hands appentices their bags. At end of watch under all plain sail to royal (except ensign reef in main sail) all topmast staysails, main topsail and ~~gaff~~ and gaff topsail. Heading N. N. W. Lower M. by S. A full rigged ship in sight 2 points on starboard bow, standing to Southward. Appentices at the wheel. Distilling with banked fire under boiler B. Temperature of magazine 79° 76° forward, 76° 77° aft.

R. D. Coleman

Ensign U. S. N.

From Noon to 4 P.M.

Fair to clear. Moderate breeze from N. N. W. and N. W. by N. At 12.30 changed course from N. N. W. 1/2 N. (p.c.) to N. 1/2 S. (p.c.) One sail in sight standing to S. by S. and N. W. At end of watch ship by the wind on starboard tack, under same sail as at end of preceding watch. Distilling with banked fires under boiler B. Appentices at the wheel.

W. A. Caperton

Lieutenant U. S. N.

From 4 to 8 P.M.

Moderate breeze from N. W. by N., steady in force and direction. Fair and pleasant. Bright moonlight last two hours. At end of watch a ship in sight on starboard beam, standing to S. by S. and N. W. By the wind on starboard tack, under all sail except the studding sail and mizzen topsail. Distilling with fire banked under boiler B. Appentices at the wheel.

George R. Brown

Lieutenant U. S. N.

From 8 P.M. to Midnight

Clear. Moonlight. Gentle to moderate breeze from N. W., shifting at 11.25 in a very fresh squall to North. Lower M. 1/2 S. (p.c.) At 11.25 took in main and mizzen topmast staysails, royal and topgallant sails, flying jib and gaff topsail. At end of watch at once under plain sail to topsails with ensign reef in main sail. Appentices at the wheel. Long swell from North. Distilling.

J. H. Russell

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McClinton,

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Pctas.	State of the Sea.		
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.	
A. M.	57	8															
1	4	0	88.0	N. by E.	North	4-5	6	0	30.20	75	74	72	76	b.c.g.	cum. mist.	4	L.
2	4	7	92.7	N. by E.	"	4-5	5	0	30.20	75	74	71	76	"	cum.	6	"
3	4	1	96.8	"	"	"	5	0	30.17	75	74	71	76	"	"	6	"
4	3	7	100.5	"	"	3	4	0	30.17	74	74	71	76	"	"	6	"
5	2	5	3.0	"	N. by E.	3	4	1/2	30.17	74	74	72	76	b.c.	"	6	"
6	2	7	5.7	"	"	3	4	1/2	30.22	74	74	72	76	"	"	6	"
7	2	7	8.4	"	"	3	4	1/2	30.22	74	74	72	76	"	cir.	6	"
8	4	1	12.5	"	"	3-4	4	1/2	30.23	75	74	72	76	"	cum. mist.	5	"
9	4	8	17.3	"	"	3-4	5	1/2	30.26	76	74	71	77	"	cir. cum.	9	"
10	3	6	18.5	West	N. N. E.	3-4	4	1/2	30.29	76	74	71	77	"	"	7	"
11	4	4	26.3	"	"	3-4	4	1/2	30.30	76	74	71	77	"	"	8	"
Noon.	4	0	30.2	"	"	3	4	1/2	30.29	76	74	72	77	"	"	8	"

10 2.3 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, $PN \frac{1}{2} S$ 111 knots. tenths.

Position at Noon:	Latitude by D. R.	25° 26' N. "
	Longitude by D. R.	26° 02' W. "
	Latitude by observations of ☉	25° 08' N. "
	Longitude by chronometer from Forenoon Observations of ☉	26° 05' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	25° 27' N. "
	Longitude by <i>Observations</i>	25° 44' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	25° 14' N. "
	Longitude by <i>Chronometer from Afternoon Observations</i>	26° 37' W. "

Current during the time, 8 knots tenths per hour, setting to the Fly $N. \frac{3}{4} E$.

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0°

Deviation of the Compass by Azimuth ☉ observed at , " 0°

Water expended during the preceding 24 hours, 400 gallons

Water distilled during the preceding 24 hours, 873 "

Water remaining on hand fit for use at Noon, 1792 "

Coal consumed during the preceding 24 hours, 1 tons 905 lbs.

Coal remaining on hand at Noon, 151 " 1275 "

P. M.	2	3	32.5														
1	1	6	34.1	West	N. N. E.	3	4	1/4	30.29	76	75	73	77	b.c.	cir. cum.	8	L.
2	3	9	38.0	"	"	3	4	1/4	30.26	76	75	73	77	"	cum.	9	"
3	3	6	41.6	"	"	3	4	1/4	30.25	76	75	74	77	"	"	9	"
4	3	1	44.5	"	N. E. by N.	3	4	1/4	30.24	76	75	74	77	"	cir. cum.	8	"
5	3	7	47.1	"	N. E.	3	3-4	0	30.25	76	75	74	77	"	cum.	7	"
6	2	5	49.4	"	"	3	3-4	0	30.26	76	75	75	77	"	"	6	"
7	2	3	51.7	"	"	3	4	0	30.25	76	75	75	77	"	"	5	"
8	3	4	55.1	"	N. E. by N.	3	4	0	30.26	76	75	75	77	"	"	5	"
9	4	0	59.2	"	"	3	4	0	30.29	76	75	74	77	"	"	4	"
10	4	1	63.4	"	"	4	4	0	30.30	76	75	74	77	"	"	8	"
11	3	6	67.0	"	"	3	3	0	30.31	75	74	73	77	b.c. p.	cum. mist.	3	"
Mid.	4	6	71.6	"	"	4	3	0	30.32	75	74	73	77	b.c.	"	6	"

42.7

4-201

under the command of

Commander Louis Kingsley
Monday, October 8

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair and bright starlight. Stiff moderating to gentle breeze at end of watch from the North. Barometer falling slightly. Comed N. 1/2 E., in last three hours. Under jib for topmast staysail, topsails, single reefed mainsail and spanker in addition at 1.50 set main and mizzen topmast staysails and at 2.30 topgallant sails. Apprentices at the wheel. Distilling.

George R. Eason.

From 4 to 8 A.M.

Fair. Gentle to moderate breeze from N by E. Barometer rising. Long swell from North. At 5.00 clock took in spanker. At 7.00 clock took in mainsail to give draft in fore room and set all other sails except mizzen topsail. At end of watch under all sail except mizzen topsail and mainsail on comed N. 1/2 E. Apprentices at the wheel. Distilling with five banded under boiler B.

Ensign W. F. N.

From 8 A.M. to Merid.

Clear and fine weather. Gentle to moderate breeze from N by E. owing to S. 1/2 E. Comed N. 1/2 E. (p), until 9.15 when it was changed to West (p), put out by reading 18.5 miles. At 9.30 mustered at quarters. 1st period all the Division had instructions in seamanship, compass and steering. 2nd period the watch below had instructions in maintenance of seamanship. The Gunner's gang engaged in overhauling the recoil cylinders of # 4 R. O. Mount No. 23. Navigator's Division overhauling the fore topsail top blocks. At 11.45 took in spanker and gaff topsail and set mizzen topsail. At end of watch on fore cover under fore, main and mizzen topmast staysails, main topsail and all plain sail to royal, except mainsail and spanker. Distilling with banded five under boiler B. Apprentices at the wheel. By order of Captain ordered M. A. Brennan (App. 3rd) in double line for three days for willful disobedience of orders. Temperature of magazines 76°-77° forward, 77°-75° aft.

W. A. Colman

Ensign W. F. N.

From Merid. to 4 P.M.

Gentle breeze from N. 1/2 E. and N. E. by N. Fair and pleasant. Long swell from N. N. W. By order of Commanding Officer changed comed at 12.35 to N. 1/4 N. by Standard, put out by reading 32.5. At 1.00 set mainsail (reefed) and spanker and took in mizzen topsail. Took in main topsail at 3.20 to prevent chafe. At end of watch under all staysails and plain sail to royal except at single reef in the mainsail. Instructed the apprentices in overhauling and cleaning the # 4 in R. O. recoil cylinders. Gunner's gang emptied, cleaned and refilled recoil cylinders of Mounts # 4 in R. O. Nos. 42 and 4, (port waist and quarter deck guns). Distilling with five banded under boiler B. Apprentices at the wheel.

Ensign W. F. N.

From 4 to 8 P.M.

Clear. Gentle breeze from N. E. and N. E. by N. At 5.50 exercised apprentices of forecette and afterguards in reefing forecette. At 6.40 took in spanker. At end of watch under plain sail to royal except spanker and mizzen topsail. Single reef in mainsail. Comed N. 1/4 N. by V. Distilling. Apprentices at wheel.

Ensign W. F. N.

From 8 P.M. to Mid.

Fair. Bright starlight and moonlight. Gentle to moderate breeze from the N. E. by N. Barometer rising slowly. At about 11.00 dark minutes clouds passing over head from the N. E. accompanied by dry light squalls.

Examined and found to be correct.

Comed N. 1/4 N. Under same sail as preceding watch. Apprentices at wheel. Distilling.

George R. Eason.

J. B. McIlhenny, Ensign W. F. N.

Lieutenant W. F. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Funchal Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.		
					Direction by Standard Compass.	Force.		Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.					Air, Wet Bulb.	Water at Surface.
A. M.																	
1	5	0	76.6	<i>N. N. W. 1/2 N.</i>	<i>N. E.</i>	4 3	0	30.33	75	74	73	77	<i>b. c.</i>	<i>cum. strab.</i>	7	<i>L.</i>	
2	3	5	80.1	"	"	3-4	3	0	30.32	75	75	74	77	"	"	8	"
3	3	3	83.4	"	"	3-4	3	0	30.30	75	75	74	77	"	<i>cum. strab.</i>	3	"
4	3	2	86.6	"	"	3-4	3	0	30.28	75	74	74	77	"	"	3	"
5	3	5	90.1	"	"	3-4	0	0	30.28	75	74	74	77	"	"	4	"
6	3	2	93.1	"	"	3	0	0	30.30	75	74	73	77	"	"	4	"
7	4	5	97.4	"	"	3-4	0	0	30.31	75	74	73	77	"	"	3	"
8	5	0	102.4	"	<i>N. E. by N.</i>	3-4	0	0	30.31	75	74	73	77	"	"	3	"
9	4	5	5.9	"	<i>N. E.</i>	4	<i>Roll</i>	0	30.36	75	75	73	77	"	<i>cum. strab.</i>	4	"
10	3	6	9.5	"	<i>E. N. E.</i>	4		0	30.35	76	75	73	77	"	"	5	"
11	3	2	12.7	"	"	4		0	30.35	77	75	70	77	"	"	6	"
Noon.	4	0	16.4	"	<i>N. E.</i>	4	20-18	0	30.33	77	76	70	77	"	"	6	"

89.0 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *N. 5 1/8 S.*

90 knots. tenths.

Position at Noon: Latitude by D. R. *25° 07' N.*
 Longitude by D. R. *27° 43' W.*
 Latitude by observations of ☉ *25° 01' N.*
 Longitude by chronometer from Forenoon Observations of ☉ *27° 49' W.*

Position at 8 A. M. Latitude by *D. R. from Noon* *25° 03' N.*
 Longitude by *Observations* *27° 32' W.*

Position at 8 P. M. Latitude by *D. R. from Noon* *24° 57' N.*
 Longitude by *Chronometer from Afternoon Observations* *28° 31' W.*

Current during the time, 8 knots tenths per hour, setting to the *FW 1/4 S.*

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

P. M.																	
1	4	6	21.0	N. N. W. 1/2 N.	N. E.	4	Max. Roll	0	30.35	77	76	70	78	b. c.	cir. cum. strab.	7	L.
2	5	0	26.0	"	"	4		0	30.36	77	76	70	78	"	"	7	"
3	5	1	31.1	"	"	4		0	30.35	76	75	70	78	"	cir. cum. cum.	4	"
4	4	7	35.8	"	"	3-4	26-20	0	30.34	76	75	70	78	b. c. p.	multistab.	2	"
5	4	6	40.3	"	"	3-4	3-5	0	30.32	76	75	70	78	b. c.	cum. mult.	2	"
6	4	7	44.9	"	N. E. by E.	3-4	3-5	0	30.32	76	75	70	77	"	"	3	"
7	5	6	50.5	"	"	6	3-5	0	30.32	76	74	69	77	"	cir. cum. cum.	5	"
8	4	5	54.9	"	"	3-4	3-5	0	30.32	76	74	70	77	"	cum. strab.	4	"
9	5	0	59.1	"	E. N. E.	4	3-5	0	30.30	76	75	70	77	"	cum. mult.	3	"
10	5	8	64.6	"	"	4-5	3-5	0	30.30	76	75	70	77	b. c. p.	mult.	1	"
11	5	0	68.9	"	E. N. E. to N. E. by N.	5	4-6	0	30.27	75	75	70	77	"	"	2	"
Mid.	6	5	75.0	"	E. N. E.	6-6	4-6	0	30.27	76	74	69	77	b. c. p.	cum.	4	"

Commander Louis Kingsley
Tuesday October 9

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bright starlight; passing heavy banks of clouds. Moon set at 1.20. Gentle to moderate N.E. breeze, Barometer falling slowly. At 2.50 took in royals on account of equally appearance of weather and set them again at 3.10. At end of watch under plain sail to royals except spanker and single reef in mainsail, on cover N. N.W. 1/2 N. Apprentices at wheel. Distilling with banded fire under boiler B.

N. P. Coleman
Ensign U.S.N.

From 4 to 8 A.M.

Cloudy but pleasant. Gentle to moderate breeze from N.E. backing to N.E. by N. At 7.30 set spanker. Breeze N. N.W. 1/2 N. (p.c.). At end of watch ship on lee coast, under all topmast staysails and all plain sail except a single reef in the mainsail. Long swell from S. N.W. Distilling with five banded under boiler B. Apprentices at the wheel.

W. B. Caperton
Lieutenant U.S.N.

From 8 A.M. to Merid.

Moderate breeze from N.E. and E.N.E. Fair and pleasant. Long swell from S. by W. Mustered crew at quarters at 9.30 and exercised at divisional drill. During 2nd period from 10.45 to 11.30 instructed starboard watch in training gear of 4 inch Howitzers. Gunnery gang overhauled training gear of 4 inch R.C. Mount No. 44. Dressed flood cocks of magazines and found them in working order. Temperature of magazines forward 78° 78° aft 78° 77°. At 9.00 took in fore topmast staysail, flying jib main and mizzen topmast staysails and spanker, and set starboard studding sail and mizzen topsail. Hauled down jib at 11.20 to prevent chafe, and at 12.00 hauled up another clew of mainsail to improve draught in fore room. At end of watch on cover N. N.W. 1/2 N. per Standard, under starboard studding sail and plain sail to royals except head sails, another clew of mainsail and spanker. Distilling with five banded under boiler B. Apprentices at the wheel.

George R. Rogers
Lieutenant U.S.N.

From Merid. to 4 P.M.

Clear, then cloudy and light passing showers around horizon last hour. Gentle to moderate breeze from N.E. At 3.40 set mizzen topmast staysail with this addition, under same sail as in preceding watch. Breeze N. N.W. 1/2 N. (p.c.) Apprentices engaged in working snuff and splicing wire rope. Gunnery gang overhauled training gear of howitzers Nos. 23 and 42. Distilling. Apprentices at the wheel.

J. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair, clouding up at intervals. Gentle to moderate breeze from the N.E. Stiff squall from same direction at about 6.20. At 5.45 took in studding sail and then single reefed topsails, shook out reefs and made sail again. At 6.20 took in royals to a passing squall then set them again. On cover N. N.W. 1/2 N., under same sail as preceding watch except at 6.00 hoisted jib. Apprentices at wheel. Distilling.

George R. Rogers.

From 8 P.M. to Mid.

Cloudy weather, clearing at times, with bright moon and starlight. Moderate to fresh breeze from E. N.E. shifting at times to N.E. by N. Barometer falling slightly. At 10.30 took in topmast sails and royals to squall and set them again at 10.45. At end of watch under mizzen topmast staysail, jib and square sail to royals except weather clew of mainsail. Apprentices at the wheel. Distilling.

N. P. Coleman
Ensign U.S.N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4'.	Air, by Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	6																		
1	7	0	81.6	Ch. N. N. 1/2 Ch.	E. N. E.		5-6	5	0	30.30	76	74	69	78	b.c.	cir.	cum. umb.	8	M.
2	6	5	88.0	"	"		5-6	5	0	30.32	76	74	69	78	"	"	"	7	"
3	5	6	93.3	"	"		5	4	0	30.32	75	74	69	78	"	"	"	7	"
4	5	0	98.0	"	E. by N.		4	4	0	30.31	75	74	69	78	"	cum. strat.	9	"	
5	5	4	34	"	E. N. E.		4	4	0	30.30	75	74	69	78	"	"	"	9	S.
6	4	6	8.0	"	"		4	4	0	30.30	75	74	69	78	"	"	"	7	"
7	4	0	12.0	"	"		4	4	0	30.30	76	74	69	78	"	"	"	6	"
8	5	3	17.3	"	N. E. by E.		4	4	0	30.30	76	74	69	78	"	cir. cum.	4	"	
9	5	3	22.6	"	N. E. by N.		4-5	5	0	30.31	75	75	71	78	b.c. g.p.	minib.	2	"	
10	5	6	28.2	"	"		4-5	4	0	30.34	74	74	70	78	"	cum. umb.	4	"	
11	2	3	30.5	"	N. E. by E.		2-4	3	0	30.34	76	75	71	78	b.c.	"	"	5	"
Noon.	3	8	34.3	"	"		3-4	3	0	30.32	76	75	71	78	b.c. g.p.	"	"	4	"

121.5 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *Ch. N. E. 1/2 S.*

115 knots, tenths.

Position at Noon:	Latitude by D. R.	24° 0' 48" N. "
	Longitude by D. R.	30° 0' 1" E. "
	Latitude by observations of ☉	24° 0' 46" N. "
	Longitude by chronometer from Forenoon Observations of ☉	29° 55' E. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	24° 0' 48" N. "
	Longitude by <i>Observation</i> ☉	29° 37' E. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	24° 0' 43" N. "
	Longitude by <i>Chronometer from Afternoon Observation</i> ☉	30° 34' E. "

Current during the time, 6 knots tenths ~~per hour~~, setting to the *E. S. E. 1/4 E.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *Ch. N. E. 1/2 E.* 17° 40' E.Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " 3° 40' E. " *Var. used 18° 00' E.*

Water expended during the preceding 24 hours, 400 gallons.

Water *distilled* during the preceding 24 hours, 840 "

Water remaining on hand fit for use at Noon, 2696 "

Coal consumed during the preceding 24 hours, 1 tons 905 lbs.

Coal remaining on hand at Noon, 149 " 60 "

P. M.																			
1	2	5	36.8	Ch. N. E. 1/2 Ch.	N. E. by E.	2-3	3	0	30.28	76	75	71	78	b.c. g.p.	minib.	5	S.		
2	2	6	39.4	"	"	2-3	3	0	30.26	76	75	72	78	"	"	5	"		
3	4	2	43.6	"	"	4	4	0	30.25	76	76	72	78	b.c.	cum. minib.	4	"		
4	5	7	49.3	"	"	4-5	4	0	30.25	76	75	71	78	b.c. g.	cir. cum.	5	"		
5	5	2	54.5	"	E. by N.	4	3	0	30.26	76	76	72	78	b.c.	cum.	6	M.		
6	5	9	60.4	"	"	4-5	4	0	30.26	76	75	72	78	"	"	4	"		
7	5	5	65.9	"	E. N. E.	4-5	4	0	30.28	76	75	71	78	"	cum.	5	"		
8	5	4	71.3	"	"	4-5	4	0	30.30	76	75	70	78	"	"	5	"		
9	5	6	76.8	"	"	4-5	4	0	30.30	76	75	70	78	b.c. g.	cum. minib.	4	"		
10	6	0	82.6	"	"	5	4	0	30.29	76	75	70	78	b.c.	cum.	6	"		
11	6	0	88.4	"	"	5	4	0	30.28	76	75	70	77	"	"	5	"		
Mid.	5	2	93.6	"	"	4-5	4	0	30.26	76	75	70	77	"	"	8	"		

Commander Louis Kingsley
Wednesday, October 10

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Fresh to stiff breeze from E. N.E. veering to E. by N. last hour. Course Ch. N. 4 1/2 W. (p.c.) Long swell from N. N. W. Shows set about 2.30. At end of watch ship on course under mizzen topmast staysail, and all plain sail to royals, except flying jib, weather clew of main sail and spanker. Apprentices at the wheel. Distilling.

W. H. Caperton,
Lieutenant U. S. N.

From 4 to 8 A.M.

Moderate breeze from E. N.E. and N.E. by E. Partly cloudy and pleasant. Long swell from North. Took in jib at 6.15 and set starboard studding sail. Haulled down mizzen topmast staysail at 7.00. At end of watch on course Ch. N. 4 1/2 W. under starboard studding sail and all square sail except weather clew of main sail. Distilling with fire banked under Boiler B. A sailing vessel in sight from mast head on lee bow. Apprentices at the wheel.

George R. Egan,

Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy to clear. Passing rain squalls. Light to stiff breeze from N.E. by N. to N.E. by E. At 8.30 took in studding sail and royals to a squall. At 9.30 made plain sail to royals and mizzen topmast staysail. At 10.30 took in mizzen topmast, main topmast staysail and all head sails and weather clew of main sail. At 11.15 set studding sail and took in spanker. Rumbled bags. Distilling. Apperitices at the wheel. Temperature of mercury 80°-79° forward, 78°-77° aft.

W. H. Caperton,

Lieutenant U. S. N.

From Noon to 4 P.M.

Fair. Light to stiff breeze at end of watch from N.E. by E. Barometer falling slowly. Long swell from N.E. by E. On course Ch. N. 4 1/2 W. Under same sail as preceding watch. Apprentices engaged with their bags. Distilling. Apprentices at the wheel.

George R. Egan,

Ensign U. S. N.

From 4 to 8 P.M.

Partly cloudy and pleasant. Moderate to stiff breeze from E. by N. to E. N.E. Barometer rising. At 5.00 closed set jib and mizzen topmast staysail. At 5.30 called all apprentices to quarters and turned in scrubbed bags. At 5.45 called all hands reef topsails, took in light sails and single reefed topsails. Then took out reefs and made sail to royals and turned reef of main sail. At 6.40 took in starboard lower studding sail. At end of watch under plain sail to royals except flying jib, weather clew of main sail and spanker, with mizzen topmast staysail, on course Ch. N. 4 1/2 W. Apprentices at the wheel. Distilling.

N. P. Goldman,

Ensign U. S. N.

From 8 P.M. to Midnight.

Fair to clear, clouds passing over from N.E. Moderate to stiff breeze from E. N.E. Course Ch. N. 4 1/2 W. (p.c.) At 10.00 stopped distilling and allowed fires to die out under Boiler B. At end of watch ship under same sail as at end of preceding watch. Apprentices at the wheel.

W. H. Caperton,

Lieutenant U. S. N.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.	5	5	99.1	N. N. W. 1/2 N.	E. N. E.	4	4	0	30.25	76	75	70	77	b. c.	cir. cum.	8	S.
1	5	9	4.0	"	"	4	3	0	30.23	76	75	70	77	"	"	7	"
2	4	7	8.7	"	"	4	3	0	30.23	75	75	70	77	b. c. p. g.	cumul.	4	"
3	4	5	13.7	"	"	4	3	0	30.23	75	75	70	77	"	in.	3	"
4	5	2	17.9	"	N. E.	4	3	0	30.23	75	74	70	77	b. c.	cum. cir.	4	"
5	4	8	22.7	"	"	4	3	0	30.23	75	74	70	77	"	cir. cum.	4	"
6	4	7	27.4	"	"	4	3	0	30.23	76	74	70	77	"	"	5	"
7	4	1	31.5	"	N. E. by E.	4	3	0	30.24	76	74	70	77	"	"	6	"
8	4	1	35.1	"	"	3	2	0	30.26	77	75	71	77	"	"	6	"
9	4	6	39.1	"	E. N. E.	3	2	0	30.27	77	75	71	78	"	"	6	"
10	4	0	43.0	"	"	3	2	0	30.28	78	77	71	79	"	"	5	"
11	4	0	47.1	"	"	3	0	0	30.27	79	78	71	79	"	"	5	"
Noon.	4	1	47.1	"	"	3	0	0	30.27	79	78	71	79	"	"	5	"

113 5 Distance run by Patent Log

Course and distance made good since preceding noon by observations, *N. 1/2 S* 114 knots. tenths.

Position at Noon: Latitude by D. R. 24° 36' N. "
 Longitude by D. R. 31° 58' W. "
 Latitude by observations of ☉ 24° 31' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 31° 55' W. "

Position at 8 A. M.: Latitude by *D. R. from Noon* 24° 38' N. "
 Longitude by *observation* 31° 38' W. "

Position at 8 P. M.: Latitude by *D. R. from Noon* 24° 29' N. "
 Longitude by *Chronometer from Afternoon observation* 32° 29' W. "

Current during the time, 6 knots tenths per hour, setting to the *S. E. 1/2 E.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *N. N. W. 1/2 N.* 16° 56' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " 1° 56' W. "Dev. used 19° 00' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 254 "

Water remaining on hand fit for use at Noon, 2550 "

Coal consumed during the preceding 24 hours, tons 14 4 5 lbs.

Coal remaining on hand at Noon, 148 " 8 55 "

P. M.	Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
1	4	0	51.1	<i>N. N. W. 1/2 N.</i>	<i>E. N. E.</i>		3.4	0	0	30.25	78	77	72	78	<i>b. c.</i>	<i>cum.</i>	5	<i>S.</i>
2	3	7	54.8	"	<i>N. E.</i>		3	0	0	30.23	78	78	73	78	"	"	5	"
3	4	2	59.0	"	"		3.4	0	0	30.21	78	77	71	78	"	"	7	"
4	3	8	62.8	"	"		3.4	0	0	30.22	78	77	71	78	"	"	7	"
5	3	2	66.0	"	"		3	0	0	30.22	78	76	71	78	"	"	7	"
6	3	0	69.0	"	"		2.3	0	0	30.22	78	76	71	78	"	"	7	"
7	3	7	72.7	"	"		3	0	0	30.21	77	76	70	78	"	<i>cir. cum.</i>	8	"
8	3	8	76.5	"	"		3	0	0	30.23	77	75	70	78	"	"	9	"
9	3	6	80.1	"	"		3	0	0	30.24	77	75	70	78	"	"	9	"
10	3	8	83.9	"	"		3	0	0	30.25	77	75	70	78	"	"	6	"
11	3	4	87.3	"	"		3	0	0	30.25	77	75	70	78	"	"	7	"
Mid.	2	5	89.5	"	"		3.2	0	0	30.24	76	74	70	78	"	"	7	"

under the command of

Commander Louis Kingsley
Thursday, October 11

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from E. N.E. Fair first half with bright moonlight. Cloudy last ten hours with light rain showers at intervals. Moon set at 3.15. Long swell from North. On course N. N.W. $\frac{1}{2}$ N. Under jib mizzen topmast staysail and all square sail except weather clew of mainsail and mizzen topmast. Apprentices at the wheel.

From 4 to 8 A.M.

Clear. Moderate breeze from N.E. and N.E. by E. Course N. N.W. $\frac{1}{2}$ N. Under same sail as in preceding watch. Apprentices at the wheel.

From 8 A.M. to Noon.

Fair. Gentle to moderate breeze from between N.E. by E and E. N.E. Barometer rather unsteady. On course N. N.W. $\frac{1}{2}$ N. Under same sail as preceding watch, except set lower stunsail at about 9.45, mizzen topmast at 10.30 and hauled down jib. Mustered at quarters at 9.30. Afternoon held Terminal drill. By order of Commanding Officer released from confinement M. A. Bauman (App 3.4) his term of confinement having expired. By recommendation of the Surgeon released from confinement J. T. Kales (Sea), for three hours exercise in the fresh air by order of Commanding Officer. By order of the Commanding Officer the following acting appointments were renewed for six (6) months viz: - P. L. Norton, Painter, from August 13; J. Peterson C. L. N. at A., from October 4; E. Huntington H. K. 3rd, from October 1. A steamer in sight to leeward, hull down standing to the Westward. Carried apprentices of watch at signals, 1st period. Apprentices at wheel. Temperature of magazine 80° 80° forward 78° 77° aft.

From Noon to 4 P.M.

Fair. Gentle to moderate breeze from E. N.E. to N.E. Barometer falling. At 2.00 closed set main and mizzen topmast staysails. At 2.35 set jib, flying jib, spanker and gaff topsails. Bad dille as follows: from 1.15 to 2.15 P.M. watch, signals: from 2.30 to 3.15, 1st Company Infantry. At 3.37 called away all boats, armed and equipped for distant service and boats were reported as follows: - Rig 3.41; Sailing launch 3.42; Whale boat 3.43; Steam launch 3.43; 1st cutter, 2nd cutter and dinghy 3.44. Secured at 3.45. At end of watch under plain sail to rig, except weather clew of mainsail, with starboard lower studding sail, main and mizzen topmast staysails, mizzen topmast and gaff topsails, on course N. N.W. $\frac{1}{2}$ N. Apprentices of the wheel. Overhauled training gear of # which gave No. 4, 43 and 45.

From 4 to 8 P.M.

Clear and fine weather. Light to moderate breeze from N.E. Course N. N.W. $\frac{1}{2}$ N. (gc) At 5.40 took in starboard lower studding sail. At 5.45 took in and furlled topgallant sails and royals and took two single reef in topsails after which shot out reef and set the light sails. At end of watch ship on her course under same sail as at end of preceding watch, except starboard lower studding sail. Apprentices at the wheel.

From 8 P.M. to Midnight.

Gentle to light breeze from N.E. Fair and pleasant. Bright moonlight. Under main and mizzen topmast staysails, gaff topsails, and plain sail to rig except weather clew of mainsail, until 11.25 when took in spanker, to re. checkle spanker gaff alongs. Course N. N.W. $\frac{1}{2}$ N. per Standard. Apprentices at the wheel.

J. B. McIlhenn,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	41																		
1	1	8	90.4	<i>N. N. W. 1/2 N.</i>	<i>S. N. E.</i>		2-3	0	0	30.20	76	74	70	78	<i>b.c.</i>	<i>cum.</i>	8	<i>S.</i>	
2	1	7	90.9	"	<i>N. E. by E.</i>		2-3	0	0	30.19	76	74	70	78	"	"	8	"	
3	1	8	91.6	"	"		2-3	0	0	30.19	76	75	70	78	"	"	8	"	
4	1	5	91.8	"	"		1-2	0	0	30.19	76	75	70	78	"	"	8	<i>S.</i>	
5	0	6	91.8	"	"		1-2	0	0	30.18	76	75	70	78	"	"	8	"	
6	0	5	<i>hauled in</i>	"	"		0-1	0	0	30.18	76	75	70	78	"	<i>cir. cum. cum. drab.</i>	9	"	
7	0	0	"	<i>No steering</i>	<i>Calm</i>		0	0	0	30.19	76	75	70	78	"	"	9	"	
8	0	0	"	"	"		0	0	0	30.20	76	75	70	78	"	"	9	"	
9	0	0	"	"	"		0	0	0	30.23	77	76	71	78	"	"	9	"	
10	0	0	"	"	"		0	0	0	30.22	78	77	71	78	"	"	9	"	
11	0	0	"	"	<i>SE.</i>		0-1	0	0	30.20	77	77	72	78	"	"	9	"	
Noon.	0	0	"	"	"		0-1	0	0	30.20	78	77	72	78	"	"	9	"	

50. 6 Distance run by log

Course and distance made good since preceding noon by observations, *N 1/2 E*

53 knots. tenths.

Position at Noon:	Latitude by D. R.	24° 27' 4. "
	Longitude by D. R.	32° 50' 4. "
	Latitude by observations of ☉	24° 23' 4. "
	Longitude by chronometer from Forenoon Observations of ☉	32° 57' 4. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	24° 23' 4. "
	Longitude by <i>Observation</i>	32° 57' 4. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	24° 19' 4. "
	Longitude by <i>Chronometer from Afternoon Observations</i>	33° 01' 4. "

Current during the time, 8 knots tenths per hour, setting to the *SE. by E.*

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2150 "

Coal consumed during the preceding 24 hours,

tons 16 1/5 lbs.

Coal remaining on hand at Noon,

147 " 1480

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at'd.	Air, Dry Bulb.	Wet Bulb.	Amb. Air.	Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
1	0	0	<i>hauled in</i>	<i>No steering</i>	<i>N. N. W.</i>	0-1	0	0	30.19	79	79	72	79		<i>b.c.</i>	<i>cir. cum.</i>	8	<i>S.</i>
2	0	5	"	<i>Trick</i>	"	0-1	0	0	30.18	80	79	72	79				8	"
3	0	5	"	"	"	0-1	0	0	30.16	80	82	74	79				9	"
4	0	3	"	"	"	0-1	0	0	30.14	80	81	73	79				9	"
5	0	6	"	"	"	0-1	0	0	30.14	79	80	73	79				9	"
6	0	5	"	"	"	0-1	0	0	30.14	78	78	72	79				9	"
7	1	4	"	<i>SE.</i>	<i>N. N. W.</i>	2	0	0	30.14	78	77	71	78			<i>cum.</i>	9	"
8	1	8	"	"	"	2	0	1/2	30.14	77	76	71	78				8	"
9	1	4	"	<i>SE. by N. 1/2 N.</i>	"	2	0	0	30.13	77	76	71	78				9	"
10	1	1	"	<i>SE. by N.</i>	"	1-2	0	0	30.13	77	76	71	78				8	"
11	1	0	"	<i>N. SE.</i>	<i>N. N. W.</i>	1-2	0	0	30.14	77	76	71	78			<i>cir. cum.</i>	9	"
Mid.	0	0	"	<i>No steering</i>	<i>Calm.</i>	0	0	0	30.14	77	76	71	78				9	"

under the command of

Commander Louis Kingsley
Friday, October 12

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bleak. Light air to gentle breeze from E. N.E. and N.E. by E. Long swell from North last hour. At 12.25 took in fore and aft sail. Boreas N. N.W. $\frac{1}{2}$ N. (pc). At end of watch under all square sail except weather clew of mainsail. Apprentices at the wheel.

J. H. Purcell

Lieutenant U. S. N.

From 4 to 8 A.M.

Bleak and warm. Very light air from N.E. by E. first part; calm latter part. Rising barometer. One corner N. N.W. $\frac{1}{2}$ N. first part; no steersway latter part. Long swell from N.W. Apprentices at wheel. Pumped ship out. Under same sail as preceding watch.

George R. Evans.

From 8 A.M. to Noon

Ensign U. S. N.

Bleak. Calm to light air from F.W. Barometer falling slightly. Clewed up courses and light sails to prevent chafe. At 9.30 called divisions to quarters for inspection. At 9.37 sounded to Heave! Hatches, and divisions reported as follows: Forward Powder, 1 minute; After Powder 1 minute, 10 seconds; 3rd Division, 1 minute, 40 seconds; Navigator's Division 1 minute 43 seconds; 1st Division, 2 minutes, 20 seconds; 2nd Division, 2 minutes, 20 seconds. Exercised till 9.51 then sounded Heave! and divisions reported as follows: Navigator's Division, 1 minute 5 seconds; Forward Powder, 1 minute, 40 seconds; 3rd Division, 2 minutes, 20 seconds; 2nd Division, 2 minutes, 40 seconds; After Powder Division, 2 minutes, 40 seconds; 1st Division, 2 minutes, 50 seconds. At 10.02 sounded to Bring Quarters and water was reported in Divisional boxes and divisions ready as follows: Five eatingutensils 2 minutes 4 seconds; Forward Powder 2 minutes, 20 seconds; 1st Division, 2 minutes, 20 seconds; After Powder, 2 minutes, 35 seconds; 2nd Division 2 minutes, 40 seconds; Navigator's Division 2 minutes, 50 seconds; 3rd Division 3 minutes. At 10.05 ceased. By order of Commanding Officer, all hands J. O. Karlson Esq. to be released from confinement for two hours and at 12.00 clock re-confined him. Temperature forward magazine Dry bulb 80°, Wet bulb 60°; After magazine Wet bulb 75° Dry bulb 76°. Apprentices at the wheel.

W. A. Goodman

Ensign U. S. N.

From Noon to 4 P.M.

Bleak and hot. Calm and light air from N.W. No steersway first hour; barely steersway remainder of watch. Towed out clothing and small stores to Navigator's, Engineer's and Powder Divisions. Overhauled and inspected both lower chains. Gunner's gang overhauled and painted the racks for the rifles. Apprentices at the wheel.

W. A. Caperton

Lieutenant U. S. N.

From 4 to 8 P.M.

Light air to light breeze from N.W. and N.W. and Calm. Bleak and warm. At 5.40 called all hands and exercised at reefing topsails Took three single reefs and furl'd light sails. Afterwards shook out reef, set fore topmast staysail and made plain sail to royals. At end of watch, ship by the wind on starboard tack. Apprentices at the wheel.

George R. Evans

Lieutenant U. S. N.

From 8 P.M. to Midnight

Bleak. Light air and breeze from N.W. and N.W. Calm last hour. At 11.00 reduced sail to topsails. Boreas N. N.W. $\frac{1}{2}$ N. (pc) Apprentices at the wheel.

J. H. Purcell

Lieutenant U. S. N.

Examined and found to be correct.

J. B. Albiten

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenks.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in Pths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	9																		
1	0	3	Round in	South	Ch. N. W.		0-1	0	0	30.15	77	75	71	78	b. c. w.	cir. cum.	8	8	
2	0	3	"	"	"		0-1	0	0	30.15	77	75	71	78	"	"	8	"	
3	0	8	"	S 1/4 E.	West		0-1	0	1	30.15	77	75	71	78	"	"	6	"	
4	1	0	"	S by E.	"		1	0	1	30.14	77	75	71	78	"	"	9	"	
5	1	0	"	S 1/2 W.	"		1-2	0	2	30.12	77	75	71	78	"	"	9	"	
6	1	0	"	S by W.	"		1-2	0	2	30.12	77	75	72	78	b. c.	cum. stat.	9	"	
7	1	4	"	South	"		1-2	0	2	30.12	77	75	72	78	"	"	9	"	
8	1	5	"	"	"		1-2	0	2	30.14	77	75	72	78	"	cir. cum.	8	"	
9	0	0	"	Hearing ship	"		1	0	0	30.15	77	74	72	78	"	cum. stat.	8	"	
10	1	4	"	S. by N. 1/2 W.	Ch. by S.		1-2	0	1 1/2	30.17	77	74	72	78	"	"	8	"	
11	1	6	"	N 1/2 W.	West		1-2	0	1 1/2	30.17	78	75	73	78	"	cum.	7	"	
Noon.	1	4	"	"	"		1-2	0	1 1/2	30.15	78	76	74	79	"	"	8	"	

20. 8 Distance run by log

Course and distance made good since preceding noon by observations, S by W. 1/2 W.

20 knots. tenths.

Position at Noon:	Latitude by D. R.	24° 03' N. "
	Longitude by D. R.	32° 57' W. "
	Latitude by observations of ☉	24° 03' N. "
	Longitude by chronometer from Forenoon Observations of ☉	32° 59' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	23° 59' N. "
	Longitude by observation	32° 58' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	24° 06' N. "
	Longitude by Chronometer from Afternoon observation	33° 27' W. "

Current during the time, 15 knots tenths per hour, setting to the S. by W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head South

19° 02' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., "

0° 33' E. " Dev. used 19° 10' W.

Water expended during the preceding 24 hours,

450 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1700

Coal consumed during the preceding 24 hours,

tons 1275 lbs.

Coal remaining on hand at Noon,

147 205

P. M.	Knots.	Tenks.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Air, at Surface.	Water at Surface.	State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in Pths.	State of the Sea.
1	1	5	Round in	North	West.		2	0	0	30.16	78	77	73	79	b. c.	cir. cum.	8	8
2	0	8	"	"	"		1	0	0	30.15	78	78	74	79	"	cum.	8	"
3	0	8	"	"	"		1	0	0	30.14	79	79	74	79	"	"	8	"
4	0	6	91.9	"	"		1	0	0	30.15	79	78	73	79	"	cum. stat.	7	"
5	7	1	99.0	Ch. N. W.	"		1	0	0	30.15	78	77	72	79	"	cum.	4	"
6	6	7	25.8	"	Ch. S. W.		2-3	0	0	30.16	77	76	71	79	"	"	4	"
7	6	5	12.6	"	West.		2	0	0	30.17	76	75	70	79	"	"	4	"
8	6	7	19.3	"	"		2	0	0	30.20	77	76	70	79	"	cir. cum.	5	"
9	7	1	26.4	"	Ch. N. W.		2	0	0	30.21	78	76	72	79	"	cum.	4	"
10	7	2	33.6	"	"		2	0	0	30.22	77	76	74	79	"	"	3	"
11	7	2	40.7	"	"		2	0	0	30.22	77	76	73	78	"	cir. cum.	3	"
Mid.	7	2	47.9	"	"		2	0	0	30.23	77	76	73	78	"	"	3	"

under the command of

Commander Louis Kingsley
Saturday, October 13

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bright moonlight. Very light easterly air. Barely stirrable. Steady barometer. At 2.15 set light sails, foreails, jib and spanker. Apprentices at wheel. At end of watch under plain sail to royals except flying jib and mainsail. Course $N. 46^{\circ} E.$
George R. Evans.

From 4 to 8 A.M.

Clear and warm. Light air to light breeze from West. At 5.30 set mainsail. At end of watch under plain sail to royals, heading $S. by W.$ Apprentices at wheel. Course $N. 46^{\circ} E.$
Ensign W. F. N.
W. F. N.

From 8 A.M. to Noon.

Clear and warm. Light air and breeze from $N. by E.$ veering to West. At 8.10 commenced to unlash ship to $S. by E.$ and $N. by E.$ and finished at 9.05. Course $N. 46^{\circ} E. (p.c.)$ At 11.20 fueled mainsail, put on yards cars and hoisted smoke stack. At 11.30 started fire under boilers A, B and D. By order of the Captain, released J. & K. (Sas) from confinement at 10.30 for two hours for exercise. At end of watch ship by the wind on port tack under all plain sail to royals, except mainsail. Apprentices at the wheel. Temperature of magazines $80^{\circ}-80^{\circ}$ forward, $78^{\circ}-77^{\circ}$ aft.
Harris and C. P. reported the expiration of this term of enlistment.
Ensign W. F. N.
Lieutenant W. F. N.

From Noon to 4 P.M.

Light breeze to light air from West. Fair and warm. Long swell from North. On port tack under fore topmast staysail and plain sail to royals except mainsail until 3.45 when fueled all sail and started ahead with the engine at 3.55 on course $N. 46^{\circ} E.$ per Standard. Put on petticoat log at same time reading 91.9. Being boiler A, B and D. Apprentices overhauling clothing. A sailing vessel in sight from mast head on starboard bow bearing about $N. E.$ By order of Bombarding Officer confined J. & K. (Sas) at 12.30. Apprentices at the wheel.

From 4 to 8 P.M.

Clear. Light air to gentle breeze from West and $N. E.$ Steaming with fire under boiler A, B and D. At 5.40 set fore and aft sail and took it in again at 7.20. Course $N. 46^{\circ} E. (p.c.)$ Apprentices at the wheel. Average steam pressure 55 lbs. Average revolutions 43.
Ensign W. F. N.
Lieutenant W. F. N.

From 8 P.M. to Midnight.

Blandy. Light to moderate breeze from between West to $N. E.$ Long swell from about the $N. E.$ On course $N. 46^{\circ} E.$ under steam alone. Barometer rising slowly. Apprentices at wheel. Average steam pressure 55 lbs. Revolutions 44. Being steam from boiler A, B and D.
George R. Evans.

Ensign W. F. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant R. F. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Alcohol.	Water at Surface.				
A. M.	59	0														
1	7	1	55.0	<i>N. N. E.</i>	<i>N. E.</i>	0-1	0	30.20	77	76	73	78	<i>b. c. g.</i>	<i>vir. cum.</i>	2	<i>L.</i>
2	7	2	62.2	"	"	0-1	0	30.19	77	77	74	78	<i>b. c.</i>	"	2	"
3	7	2	69.4	"	<i>N. N. E.</i>	0-1	0	30.18	76	76	73	78	"	<i>cum. cum.</i>	2	"
4	7	1	76.5	"	<i>North</i>	0-1	0	30.15	76	75	73	78	<i>b. c. g. m.</i>	"	2	"
5	7	0	83.5	"	"	0-1	0	30.16	76	75	73	78	<i>b. c.</i>	"	2	"
6	7	2	90.7	"	"	0-1	0	30.16	76	75	73	78	"	"	2	"
7	7	3	98.0	"	"	0-1	0	30.16	76	75	73	78	"	"	2	"
8	7	5	5.5	"	"	0-1	0	30.18	76	75	73	78	"	"	2	"
9	7	3	12.8	"	<i>Calm</i>	0	0	30.21	78	76	75	79	"	"	2	"
10	7	4	20.2	"	"	0	0	30.25	78	76	75	79	"	"	2	"
11	7	2	27.4	"	"	0	<i>2.21</i>	30.28	80	79	78	79	"	"	4	"
Noon.	7	1	34.5	"	<i>N. E.</i>	1	0	30.28	79	79	74	79	<i>b. c. p.</i>	"	2	"

146.0 Distance run by log.

Course and distance made good since preceding noon by observations, *N. 18° E.* 140 knots. tenths.

Position at Noon:	Latitude by D. R.	24° 06' N. "
	Longitude by D. R.	35° 36' W. "
	Latitude by observations of ☉	24° 04' N. "
	Longitude by chronometer from Forenoon Observations of ☉	35° 35' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	24° 04' N. "
	Longitude by <i>Observation</i> ☉	35° 03' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	24° 03' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i> ☉	36° 34' W. "

Current during the time, 2 knots tenths per hour, setting to the *S. 96° 14 E.*Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head *N. N. E. 1/4 E.* 16° 41' N.Deviation of the Compass by Azimuth ☉ observed at 4 P. M., " 2° 41' N. " *Obs. used 18° 00' N.*

Water expended during the preceding 24 hours, 42.5 gallons.

Water remaining on hand fit for use at Noon, 1275 "

Coal consumed during the preceding 24 hours, 10 tons 635 lbs.

Coal remaining on hand at Noon, 136 " 810 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Leeway.	Height in inches.	Ther. at'd.	Air, Dry Bulb.	Alcohol.	Water at Surface.	State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
1	3	6	41.7	<i>N. N. E.</i>	<i>N. N. E.</i>	3	0	30.26	79	78	74	79	<i>b. c.</i>	<i>vir. cum.</i>	4	<i>L.</i>
2	7	2	48.9	"	<i>N. N. by E.</i>	2-3	0	30.26	80	79	75	79	"	"	5	"
3	6	6	55.6	"	"	1-2	0	30.24	81	80	75	79	"	"	4	"
4	7	3	62.8	"	"	1	0	30.24	82	80	75	79	"	"	5	"
5	7	2	70.0	"	<i>East</i>	1-2	0	30.24	81	80	75	79	"	"	5	"
6	8	0	78.0	"	"	2	0	30.25	79	79	70	79	"	"	4	"
7	6	8	84.8	"	<i>N. E.</i>	2	0	30.25	79	78	74	79	"	"	4	"
8	7	5	92.3	"	"	3	0	30.25	78	78	74	79	"	"	5	"
9	7	0	99.3	"	<i>N. E. by E.</i>	4	0	30.28	77	76	73	79	"	"	4	"
10	4	4	3.7	"	"	4	0	30.30	77	76	73	79	"	"	6	"
11	3	2	6.9	"	<i>E. N. E.</i>	3	0	30.32	77	76	70	79	"	"	8	"
Mid.	1	8	8.7	"	"	3	0	30.33	77	76	73	79	"	"	7	"

under the command of

Commander Louis Kingsley
Sunday, October 14

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy, with rain squalls around the horizon, thunder at times. Calm to light air from N.W. to North. Barometer falling. At end of watch under steam in boilers A, B and D, on course N.W. Ship rolling considerably to long swell from N.W. Apprentices at the wheel. Average steam 55 lbs. Revolutions 44.

From 4 to 8 A.M.

Cloudy, with rain squalls around horizon to the N.W. and N.E. and to the N.E. and E. Light air from North. Ship rolling constantly to long swell from N.W. Ship on her course N.W. (p.c.) under steam alone in boilers A, B and D. Apprentices at the wheel. Average steam 55 lbs. Revolutions 43.5.

From 8 A.M. to Noon.

Calm until last hour, then light air from N.W. Partly cloudy and warm. Rain squalls around horizon. Long swell from N.W. Ship rolling deeply at intervals. Mustered and inspected crew at quarters at 9.30. Afterwards the Commanding Officer inspected crew and ship. At 10.15 held Divine Service, the Commanding Officer conducting the services. Released J. B. Kailow (Sea) at 10.00 and re-confined him at 12.00 by order of Commanding Officer. On course N.W. under steam alone, using boilers A, B and D. Average steam 55 lbs. Revolutions 45. Apprentices at the wheel. Temperature of magazine 80° 79°, forward 76° 75° aft.

From Noon to 4 P.M.

Breeze. Light air to gentle breeze from N.W. by N. and N.W. Steaming with fire under boilers A, B and D. At 12.30 changed course to N.W. 1/4 N. (p.c.) Apprentices at the wheel. Steam pressure 55 lbs. Revolutions 44.3.

From 4 to 8 P.M.

Fair overhead. Rain squalls all around the horizon. Light Easterly air just past. At about 7.30 wind freshened and came out from the N.E. It forced and at end of watch making sail. Steady barometer. Course N.W. 1/4 N. Under steam with fire under boilers A, B and D. Average steam pressure 55 lbs. Revolutions 43. Apprentices at wheel. Moon rose about 5 o'clock.

From 8 P.M. to Midnight.

Fair. Moderate to gentle breeze from N.E. by E. to E. N.E. Barometer rising. At 8.15 finished making sail to royals (except mainmast) with main and mizzen topmast staysails. At 9.30 took in spanker, main and mizzen topmast staysails and flying jib. At 8.55 stopped engines and unmoored, and lowered smoke stack. N.W. steaming down off main yard and set her clew off main sail. At end of watch under all square sail to royals, except another clew of main sail with jib, on course N.W. 1/4 N. Apprentices at the wheel. At 10 o'clock commenced distilling with backed fire under boiler B and allowed fire to die out under boilers A and D.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Propt. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	7 ⁴	2																
1	2	0	9.4	Ok. N. Ch. 1/4 Ch.	E. by N.		2	0	0	30.30	77	76	74	73	b.c.	cir. cum. cum.	4	5
2	1	5	9.9	"	"		2	0	0	30.27	77	76	74	73	"	"	4	"
3	1	0	Hauled in.	"	"		1-2	0	0	30.23	77	76	73	78	"	cir. cum.	5	"
4	1	0	"	"	"		1-2	0	0	30.20	77	76	73	78	"	"	5	"
5	1	0	"	"	N. N. E.		1-2	0	0	30.20	77	76	73	78	"	"	4	"
6	1	2	"	"	"		1-2	0	0	30.20	77	76	73	78	"	"	4	"
7	1	0	"	"	"		1-2	0	0	30.20	77	76	73	78	"	"	5	"
8	1	0	"	"	"		1-2	0	0	30.22	77	76	73	78	"	"	6	"
9	2	4	9.9	"	"		2-4	0	0	30.24	77	76	73	78	"	cum.	6	"
10	4	0	14.2	"	"		2-4	0	0	30.26	77	76	73	78	"	"	7	"
11	3	0	16.9	Ok. N. Ch. 1/4 Ch.	N. E.		3	0	0	30.28	78	77	74	78	"	"	7	"
Noon.	2	8	19.7	"	N. E. by E.		2-3	0	0	30.25	79	78	74	78	"	"	7	"

96.1 Distance run by log.

Course and distance made good since preceding noon by observations, *Ok. 1/8 E.*

100 knots. tenths.

Position at Noon:	Latitude by D. R.	24° 02' N. "
	Longitude by D. R.	37° 20' W. "
	Latitude by observations of ☉	24° 01' N. "
	Longitude by chronometer from Forenoon Observations of ☉	37° 22' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	24° 02' N. "
	Longitude by <i>Observation</i>	37° 09' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	23° 58' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i>	37° 52' W. "

Current during the time, 2 knots tenths per hour, setting to the *SE. by E. 1/4 Ch.*

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *Ok. N. Ch. 1/8 Ch.* 15° 58' W.

Deviation of the Compass by Azimuth ☉ observed at 8 P. M., " 2° 28' W. " *Obs. merid 17° 30' W.*

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 500 "

Water remaining on hand fit for use at Noon, 1375 "

Coal consumed during the preceding 24 hours, 4 tons 750 lbs.

Coal remaining on hand at Noon, 131 " 1060 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at'd.	Altit. by Dry Bulb.	Altit. by Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
1	1	9	21.6	<i>Ok. N. Ch. 1/4 Ch.</i>	<i>E. by N.</i>	2-3	0	0	30.23	80	79	75	79	<i>b.c.</i>	<i>cum.</i>	4	5
2	2	6	24.1	"	"	2-3	0	0	30.22	80	79	75	79	"	"	2	"
3	2	9	27.0	"	"	2-3	0	0	30.20	79	79	75	79	"	"	2	"
4	3	1	30.1	"	<i>E. N. E.</i>	2-3	0	0	30.20	79	79	75	79	"	<i>cir. cum.</i>	4	"
5	2	9	33.0	"	"	2-3	0	0	30.18	79	78	75	79	"	<i>cum. mist.</i>	2	"
6	3	9	36.9	"	"	3	0	0	30.18	78	77	74	78	"	"	2	"
7	3	9	40.8	"	"	4	0	0	30.19	78	77	74	78	"	<i>cir. cum.</i>	4	"
8	4	3	45.1	"	"	4	0	0	30.20	77	77	74	78	"	<i>cum.</i>	4	"
9	5	0	50.0	"	<i>N. E.</i>	4	0	0	30.22	77	77	74	78	"	"	4	"
10	4	6	54.6	"	<i>E. N. E.</i>	4	0	0	30.24	77	77	74	78	<i>b.c.p.</i>	<i>cum. mist.</i>	3	"
11	4	0	58.6	"	<i>E. by N.</i>	4	0	0	30.23	77	76	74	78	"	"	3	"
Mid.	4	1	62.7	"	"	4	0	0	30.22	77	76	74	78	"	"	3	"

43. 2

under the command of

Commander Louis Kingsley
Monday, October 15

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair and damp. Light air and breezes from E. by S. Ship on course N. N. W. 1/4 E. (p.c.) under all plain sail to riggle, except flying jib, starboard clew of mainsail and spanker. Distilling with fire banked under boiler B. Apprentices at the wheel.

W. B. Caperton
Lieutenant U.S.N.

From 4 to 8 A.M.

Light air to light breeze from N. N. E. Fair and pleasant. At 4.30 hauled up lee clew of mainsail and at 7.30 furl'd mizzen topsail. At end of watch on course N. N. W. 1/4 E. per Standard, under plain sail to riggle, except flying jib mainsail mizzen topsail and spanker. Distilling with fire banked under boiler B. Apprentices at the wheel.

Geo. R. Beach
Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear. Light air to moderate breeze from N. N. E. to N. E. by E. At 8.40 set flying jib, staysails, weather clew of mainsail and spanker. At 9.30 mustered at quarters. Instructed Division of Apprentices during first period and watch below during 2nd period in practical seamanship. At 11.15 took single reef in mainsail and set weather clew. At 11.50 took in spanker, weather clew of mainsail all staysails and flying jib. Gunnie gang overhauled steel cylinders of gun mounts Nos. 44 and 45. At 10th clock changed course to N. N. W. 1/4 E. (p.c.) Distilling. By order of Commanding Officer released for one hour J. O. Larson (Boat). By order of same authority, employed in double rows for three days on both deck A. H. Shaw (Apprentice) for willful disobedience of orders. Apprentices at the wheel. Temperature of magazine 79° 79° found, 76° 75° aft.

H. Purcell
Lieutenant U.S.N.

From Merid. to 4 P.M.

Cloudy. Light to gentle breezes from E. by S. to E. N. E. Barometer falling slightly. On course N. N. W. 1/4 E. under beam sail as preceding watch. Instructed Apprentices of watch below in marksmanship 1st period; 2nd period, watch on deck gunnery; 3rd period, watch on deck lead and log line. Distilling with fire banked under boiler B. Apprentices at the wheel. Overhauled the masts of No. 46 and 47. No. 46 and 47. No. 46 and 47.

George C. Brown.

Ensign U.S.N.

From 4 to 8 P.M.

Fair. Gentle to moderate breezes from E. N. E. At 4.30 set mizzen topmast staysail. At 6th clock took in light sails and took two single reefs in topsails after which made sail. At end of watch under jib and all square sail to riggle, except weather clew of single reefed mainsail, on course N. N. W. 1/4 E. Apprentices at the wheel. Distilling.

W. A. Colman
Ensign U.S.N.

From 8 P.M. to Merid.

Generally cloudy, with passing showers. Moderate breezes from N. E., veering to E. by S. At 11.00 hauled down mizzen topmast staysail. Course N. N. W. 1/4 E. At end of watch ship on course under all plain sail to riggle, except flying jib, weather clew of single reefed mainsail and spanker. Distilling. Apprentices at the wheel.

W. B. Caperton
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Funchal, Madeira, to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED, by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M. 4 3	2		68.3	<i>N. N. E. 3/4 E.</i>	<i>E. by N.</i>		1-3	0	0	30.22	77	76	74	79	<i>b. c. w.</i>	<i>cir. cum.</i>	4	5.
1 2	6		67.9	"	<i>E. by S.</i>		1-3	0	0	30.22	77	76	74	79	"	<i>cum. mist.</i>	3	"
2 2	6		70.3	"	<i>E. ash.</i>		1-3	0	0	30.21	76	75	73	79	<i>o. c. p.</i>	"	0	"
3 2	4		72.0	"	<i>E. by S.</i>		1-3	0	0	30.19	75	74	71	79	<i>o. c. d.</i>	"	0	"
4 2	0		73.2	"	<i>S. E. E.</i>		2-3	0	0	30.18	75	73	71	79	<i>b. c. p.</i>	"	1	"
5 2	2		74.0	"	"		2-3	0	0	30.18	75	73	71	79	"	<i>cir.</i>	1	"
6 1	9		74.8	"	"		2-3	0	0	30.20	75	73	71	79	"	<i>cum. mist.</i>	2	"
7 2	0		75.1	"	"		2	0	0	30.22	75	73	71	78	"	"	4	"
8 1	5		<i>Heavily mist.</i>	"	<i>E. ash.</i>		1	0	0	30.24	77	76	74	78	<i>b. c. p.</i>	<i>mist.</i>	2	"
9 0	8		75.9	"	"		1-3	0	0	30.23	77	76	73	79	"	<i>cum.</i>	6	"
10 1	2		78.9	"	<i>E. by S.</i>		2-3	0	0	30.23	78	76	73	79	<i>b. c.</i>	"	6	"
11 3	0		82.3	"	"		3	0	0	30.23	79	77	73	79	"	"	7	"
Noon.	3	4																

68.8 Distance run by Log.

Course and distance made good since preceding noon by observations, *N. 1/8 E.*

		75 knots.	tenths.
Position at Noon:	Latitude by D. R.	23	0 52 ' N. "
	Longitude by D. R.	38	0 36 ' W. "
	Latitude by observations of ☉	23	0 48 ' N. "
	Longitude by chronometer from Forenoon Observations of ☉	38	0 42 ' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	23	0 50 ' N. "
	Longitude by <i>Observation</i>	38	0 33 ' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	23	0 43 ' N. "
	Longitude by <i>Chronometer from Afternoon Observations</i>	39	0 32 ' W. "

Current during the time, 7 knots tenths per hour, setting to the *S. E. 1/4 E.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *N. N. E. 3/4 E.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " " *2° 05' W. " Dev. used 17° 00' W.*

Water expended during the preceding 24 hours, 4 00 gallons.

Water distilled during the preceding 24 hours, 802 "

Water remaining on hand fit for use at Noon, 1777 "

Coal consumed during the preceding 24 hours, 1 tons 19 25 lbs.

Coal remaining on hand at Noon, 130 " 17 25 "

P. M.																		
1	3	9	86.2	N. N. E. 3/4 E.	E. N. E.	3	0	0	30.21	79	78	73	79	b. c.	cum.	7	5	
2	4	3	90.5	"	N. E. by E.	3-4	0	0	30.20	79	78	74	79	"	"	7	"	
3	6	2	96.7	"	N. E.	5	4	0	30.15	76	75	72	79	b. c. p. g.	mist.	2	"	
4	7	0	3.3	"	"	6	4	0	30.15	76	73	71	79	"	cir. cum.	4	"	
5	7	0	10.3	"	E. N. E.	5-6	3	0	30.15	77	75	71	79	b. c.	mist.	7	"	
6	6	6	16.8	"	E. by S.	5-6	0	0	30.16	76	75	72	79	"	"	5	"	
7	6	0	22.7	"	E. ash.	5	0	0	30.20	77	76	73	79	"	"	7	"	
8	5	0	27.7	"	E. N. E.	4-5	0	0	30.21	77	76	73	79	b. c. d.	cum. mist.	1	"	
9	4	7	32.4	"	E. ash.	5	0	0	30.21	77	75	72	79	b. c.	"	5	"	
10	4	7	37.1	"	"	5	0	0	30.21	77	76	73	79	"	"	4	"	
11	4	7	41.5	"	"	5	0	0	30.21	77	76	73	79	"	"	2	"	
Mid.	5	0	46.5	"	"	5	0	0	30.21	77	76	73	79	"	"	3	"	

65.1

Commander Louis Kingsley
Tuesday, October 16

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Wind variable in force, from light air to gentle breeze from E. by N. to E. by S. Cloudy first half, overcast last two hours with light drizzling rain at intervals. Moon shining through clouds. Hauled up lee clew of mainsail at 2.50. At end of watch on course N. 4 N. 3/4 W. 1/2 per Standard, under plain sail to royals, except flying jib, mainsail and spanker. Distilling with fire barked under boiler B. Apprentices at the wheel.

From 4 to 8 A.M.

Cloudy to fair. Passing alumina around horizon to S. Light to gentle breeze from S. E. At 6.15 at weather clew of mainsail. At 7 o'clock set flying jib and took in mizzen top-sail. At end of watch under flying jib, jib and all square sail on fore and main with single reef in mainsail. Distilling. Apprentices at the wheel. Log swell from N. E. Course N. 4 N. 3/4 W. 1/2 per.

From 8 A.M. to Merid.

Fair. Light air to gentle breeze shifting at about 8.45 from S. E. by S. to the Eastward in a heavy passing shower. Steady barometer. Pressing clouds first part. At 9.40 misted and inspected at quarter after which had Drachman exercise for 1st period. At about 10.00 set starboard lower studding sail and hauled down jib and flying jib. Dredged magazine floor casks. At about 9.00 hauled in portabls log reading 75.9; put it on again at 9.05, same reading. 2nd period, instructed boys of watch strapping blocks. Hauled No. 113 and 114, rec'd 6 jib. Minute. Apprentices at wheel. Magazine temperatures 80° 80°; 77° 76°. At about 10.00 set mizzen top-sail. With exceptions noted under same sail as preceding watch. Distilling. By order of Commanding Officer, J. D. Kelson Esq., was released from confinement for good honor, from 10.30 to 11.30 A.M.

From Merid. to 4 P.M.

Cloudy. Gentle to fresh breeze from E. N. E. to N. E. Barometer falling. At 1.30 set all top-mast staysails, spanker and flying jib. At 2 o'clock took in spanker flying jib, royals, all top-mast staysails and lower studding sail to a squall and afterwards made sail to royals, with all top-mast staysails. At 3.15 hauled down for top-mast staysail and flying jib. At end of watch under jib, main and mizzen top-mast staysails and square sail to royals, except mizzen top-sail and single reef in mainsail, on course N. 4 N. 3/4 W. Apprentices at wheel. Distilling. From 1.15 to 2.15 the watch on deck were instructed in magazines, seamanship. Gunnie's gang overhauled and cleaned Nos 131 and 132, 6 jib. rec'd Minute.

From 4 to 8 P.M.

Fair to cloudy with light drizzling rain last hour. Fresh to moderate breeze from E. N. E. turning to E. by S. and backing to E. N. E. back hour. At 5.45 hauled down mizzen top-mast staysail and hauled up weather clew of mainsail and set mizzen top-sail. Course N. 4 N. 3/4 W. 1/2 per. Moon set at 7 o'clock. Ship on course at end of watch under plain sail to royals except flying jib, weather clew of single reefed mainsail and spanker. Distilling. Apprentices at wheel.

From 8 P.M. to Mid.

Stiff breeze from East. Cloudy with moon showing at intervals. Hauled up lee clew of mainsail at 11.00. At end of watch on course N. 4 N. 3/4 W. 1/2 per Standard, under plain sail to royals except flying jib, mainsail and spanker. Distilling with fire barked under boiler B. Apprentices at wheel.

Examined and found to be correct.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Funchal, Madeira, to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Surface Current.	Direction & Force of Underway Current.	State of the Sea.
					Direction by Standard Compass.	Wind.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	6 ⁵	1																	
1	5	4	51.9	<i>Ob. N. 3/4 E.</i>	<i>N. E.</i>		4-5	0	0	30.20	76	76	72	79	<i>b. c. p.</i>	<i>cum. mist</i>	2		<i>L.</i>
2	5	7	57.6	"	"		4-5	0	0	30.20	77	76	72	79	<i>b. c.</i>	"	4		"
3	5	7	63.3	"	<i>N. E. by E.</i>		4-5	0	0	30.17	77	76	72	79	"	<i>cum.</i>	6		"
4	5	8	69.1	"	"		4-5	0	0	30.17	77	76	72	79	"	"	7		"
5	6	0	75.1	"	"		4-5	0	0	30.16	77	76	72	79	"	"	7		"
6	5	6	80.7	"	"		4	0	0	30.16	77	76	72	79	"	"	6		"
7	5	7	86.4	"	"		4	0	0	30.18	77	76	72	79	<i>b. c. p.</i>	<i>cum. mist</i>	5		"
8	6	0	92.4	"	"		4-5	0	0	30.18	77	76	72	79	<i>b. c.</i>	"	6		"
9	5	5	97.9	"	<i>E. by S.</i>		4-5	0	0	30.20	77	76	73	79	"	<i>cir. cum.</i>	6		"
10	5	2	3.1	"	"		4-5	0	0	30.21	79	78	74	79	"	"	6		"
11	5	0	8.1	"	"		4	0	0	30.21	79	78	74	79	"	"	8		"
Noon.	4	2	12.3	"	"		4	0	0	30.22	79	78	74	79	"	"	8		"

130.9 Distance run by Petrel Log

Course and distance made good since preceding noon by observations, *Ob. 5/8 S.* 140 knots. tenths.

Position at Noon:	Latitude by D. R.	23 ° 33 ' N. "
	Longitude by D. R.	41 ° 01 ' W. "
	Latitude by observations of ☉	23 ° 33 ' N. "
	Longitude by chronometer from Forenoon Observations of ☉	41 ° 11 ' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	23 ° 35 ' N. "
	Longitude by <i>Observation</i> 0	40 ° 50 ' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	23 ° 29 ' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i> 0	41 ° 50 ' W. "

Current during the time, 9 knots tenths per hour, setting to the *Ob. West*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *Ob. 1/4 E.* 14 ° 38 ' W.Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, " " 2 ° 38 ' W. "*Obs. used 16° 00' W.*

Water expended during the preceding 24 hours, 5/5 gallons.

Water *distilled* during the preceding 24 hours, 906 "

Water remaining on hand fit for use at Noon, 2168 "

Coal consumed during the preceding 24 hours, 1 tons 310 lbs.

Coal remaining on hand at Noon, 129 " 625 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Surface Current.	Direction & Force of Underway Current.	State of the Sea.
1	3	8	16.1	<i>Ob. N. 3/4 E.</i>	<i>E. by S.</i>	3-4	0	0	30.22	80	78	73	79	<i>b. c.</i>	<i>cum.</i>	6		<i>L.</i>
2	3	7	19.8	"	"	3-4	0	0	30.21	80	78	73	79	"	"	6		"
3	4	0	23.9	"	<i>E. by S.</i>	3-4	0	0	30.20	81	78	73	79	"	"	7		"
4	4	0	27.7	"	"	3-4	0	0	30.20	81	78	73	79	"	"	8		"
5	4	4	32.1	"	"	3-4	0	0	30.20	80	78	73	79	"	"	8		"
6	4	4	36.5	"	"	3-4	0	0	30.18	79	78	73	79	"	"	7		"
7	4	6	41.1	"	<i>E. by N.</i>	3-4	0	0	30.17	78	77	72	79	"	"	7		"
8	4	1	45.2	"	<i>E. N. E.</i>	3-4	0	0	30.17	78	77	72	79	"	<i>cir. cum.</i>	7		"
9	4	2	49.4	"	"	4	0	0	30.20	78	77	72	79	"	<i>cir. cum.</i>	5		"
10	5	1	54.5	"	"	4	0	0	30.22	78	77	72	79	<i>b. c. w.</i>	<i>cum. mist</i>	8		"
11	4	4	58.9	"	"	4	0	0	30.23	78	77	72	79	"	"	9		"
Mid.	3	2	62.1	"	"	3-4	0	0	30.24	78	76	71	79	"	"	9		"

under the command of

Commander Louis Kingsley
Wednesday, October 17

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Moderate to stiff breeze from N.E. and N.E. by E. Passing clouds around horizon first low. Long sea from N.E. At 12.30 set lee clew of mainsail and mizzen topmast staysail. At 2.30 took in latter. At end of watch under jib and all square sail except weather clew of single reefed mainsail. Apprentices at the wheel. Course N. N. W. $\frac{1}{2}$ N. Distilling

From 4 to 8 A.M.

Fair. Moderate to stiff breeze from the N.E. by E. Barometer rising slowly. Moderate sea. Light passing rain squalls from the E.N.E. about 6.40. On chase N. N. W. $\frac{1}{2}$ N. Under same sail as preceding watch, with starboard lower stow sail in addition after 7.35. Distilling. Apprentices at wheel.

J. H. Purcell
Lieutenant U. S. N.

George R. Evans.

From 8 A.M. to Noon

Partly cloudy; pleasant. Stiff to moderate breeze from E. by S. Barometer rising. Moderate swell from N.E. At 8.45 set fore lower studding sail, hauled up lee clew of mainsail and hauled down jib. At 9.25 struck by hammocks, after which triced up bridding to air. At 9.35 mustered all quarters and inspected apprentices blankets and mattress covers, after which crumpled blankets. At end of watch, under both lower studding sails and all square sail to rig, except mainsail on chase N. N. W. $\frac{1}{2}$ N. Distilling. Apprentices at the wheel. Temperature of magazines 80° 50° forward, 77° 76° aft. By order of Commanding Officer J. C. Killers (Sea) was released from confinement for house, fresh air.

E. Ewing U. S. N.

From Noon to 4 P.M.

Fair to clear and pleasant. Gentle to moderate breeze from E. by S., backing to East. Course N. N. W. $\frac{1}{2}$ N. (p.c.) The gunnery gang at work painting the inside of the E. R. P. masts. Under same sail as at end of preceding watch. Distilling. Apprentices at the wheel.

M. D. Lockman
Ensign U. S. N.

From 4 to 8 P.M.

Gentle to moderate breeze from East. to E. N.E. Fair and pleasant. At 6.00 took in both studding sails, called all hands and commenced at reefing topsails. Took a single reef, then shook at reef and under sail to rig, except flying jib, jib and weather clew of mainsail. At 7.00 set mizzen topmast staysail. On same course as preceding watch. Distilling with fires banked under boiler B. Apprentices at the wheel.

W. H. Norton
Lieutenant U. S. N.

From 8 P.M. to Midnight

Clear. Dew. Gentle to moderate breeze from E. N.E. At 10.25 hauled down mizzen topmast staysail with this exception, under same sail as in preceding watch. Course N. N. W. $\frac{1}{2}$ N. Distilling. Apprentices at the wheel. Occasional long sea from N.E.

Geo. R. Beach
Lieutenant U. S. N.

J. H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McAllister
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Funchal, Madeira to Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air, by Sun.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	49	9																	
1	4	4	66.5	Ch. N. N. 3/4 W.	E. N. E.	3-4	0	0	30.24	77	77	72	79	b. c.	cum.	8	S.		
2	4	3	70.8	"	"	3-4	0	0	30.23	77	76	72	79	"	"	8	"		
3	3	6	74.4	"	"	3	0	0	30.21	77	76	72	79	"	"	8	"		
4	3	4	77.8	"	"	3	0	0	30.20	77	76	72	79	"	"	8	"		
5	4	0	81.8	"	E. by N.	4	0	0	30.20	77	76	72	79	"	"	8	"		
6	4	0	85.8	"	"	4	0	0	30.20	77	76	72	79	b. c.	"	6	"		
7	4	3	90.1	"	"	4	0	0	30.22	77	76	72	79	"	"	7	"		
8	4	4	94.5	"	"	4	0	0	30.24	78	77	73	79	"	"	7	"		
9	4	1	98.6	"	East	3-4	0	0	30.24	78	77	73	79	"	"	7	"		
10	3	2	1.8	"	"	3	0	0	30.27	80	78	74	79	"	"	7	"		
11	3	6	5.4	"	"	3	0	0	30.27	82	79	74	79	"	"	7	"		
Noon.	4	0	9.4	"	E. by N.	3-4	0	0	30.25	81	80	75	79	"	"	6	"		

77.2 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *N 1/2 S* 106 knots. tenths.

Position at Noon:	Latitude by D. R.	23° 23' N. "
	Longitude by D. R.	42° 56' W. "
	Latitude by observations of ☉	23° 26' N. "
	Longitude by chronometer from Forenoon Observations of ☉	43° 05' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	23° 27' N. "
	Longitude by <i>Observation</i>	42° 49' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	23° 23' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i>	43° 47' W. "

Current during the time, 9 knots tenths *per hour*, setting to the *N. N. W.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *N. N. W.* 13° 52' W.Deviation of the Compass by Azimuth ☉ observed at 8 P. M., " 2° 52' W. " *Var. used 15° 00' W.*

Water expended during the preceding 24 hours, 400 gallons.

Water *distilled* during the preceding 24 hours, 898 "

Water remaining on hand fit for use at Noon, 2666 "

Coal consumed during the preceding 24 hours, tons 1905 lbs.

Coal remaining on hand at Noon, 128 " 160 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air, by Sun.	State of the Sea.
1	4	3	13.7	<i>Ch. N. N. 3/4 W.</i>	<i>East</i>	4	0	0	30.25	82	79	74	80	<i>b. c.</i>	<i>cum. cum.</i>	8	<i>M.</i>
2	4	1	17.8	"	"	4	0	0	30.25	82	79	74	80	"	"	7	"
3	4	0	21.8	"	"	4	0	0	30.24	82	80	74	80	"	"	6	"
4	4	2	25.9	"	"	4	0	0	30.23	81	79	74	80	"	"	5	<i>S.</i>
5	4	2	30.1	"	<i>E. by N.</i>	4	0	0	30.23	80	78	74	79	"	<i>cum. etal.</i>	7	"
6	4	0	34.3	"	"	4	0	0	30.23	79	78	73	79	"	"	5	"
7	4	1	38.3	"	"	4	0	0	30.23	79	78	73	79	"	<i>cum.</i>	7	"
8	4	1	42.4	"	"	4	0	0	30.23	79	78	73	79	"	"	8	"
9	3	2	46.6	"	"	3-4	0	0	30.24	79	77	73	79	"	"	8	"
10	3	4	49.0	"	"	3-4	0	0	30.25	79	77	73	79	"	"	7	"
11	4	0	53.0	"	<i>N. E. by E.</i>	4	0	0	30.25	78	77	72	79	"	"	7	"
Mid.	4	0	57.0	"	"	4	0	0	30.25	77	77	72	79	"	"	7	"

47.6

4-26

under the command of

Commander Louis Kingsley
Thursday, October 18

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bright moonlight. Gentle to moderate breeze from E. & E. by N. Barometer falling slowly. At 2.15 set mizzen topmast staysail and at 3.20 hoisted it down. Heaving down the mainmast sail to royals, except head sails, weather clew of reefed mainsail and spanker. Distilling. Apprentices at the wheel.

George R. Evans.

From 4 to 8 A.M.

Partly cloudy. Moderate breeze from E. by N. Barometer rising. At 7.00 set starboard lower studding sail. Flushed out bigw. At end of watch under starboard lower studding sail, and square sail to royals except weather clew of single reefed mainsail. On course N. by N. by W. Apprentices at the wheel. Distilling.

X. D. Lohman

Ensign U. S. N.

From 8 A.M. to Noon.

Fair and warm. Gentle to moderate breeze from East and E. by N. Course N. by N. by W. (p.c.) At 9.30 mustered at quarters and had Divisional drill. 2nd period, instructed watch on deck at signals. By order of the Captain, released A. W. Shaw (Apprentice) from confinement, his term having expired. Gunner's gang engaged at archboulding Mount No. 5 for Hotchkiss 6 pdr. At 9.55 hoisted up the clew of mainsail and at 9.50 set port lower studding sail. At end of watch ship on course under all plain sail to royals with both lower studding sails, except flying jib, mainsail and spanker. Apprentices at the wheel. Distilling. Temperature of mercury 80°-88° forward, 79°-76° aft.

W. R. Caperton

Lieutenant U. S. N.

From Noon to 4 P.M.

Moderate breeze from East. Fair and pleasant. On same course and under same sail as in preceding watch. During 3rd period, 1.15 to 2.15 exercised starboard watch at signals. 4th period, 2.30 to 3.15, exercised 2nd Company at Infantry drill. Gunner's gang painted inside of 4" R. P. Carnegie's No. 23 and 42 and repaired gun courses. Distilling with fires banked under boilers. B. Cleaned and white washed bigw under forward store room. The following punishments were awarded to apprentices: C. Blanchard and A. J. Probst, leaving deck when on watch and not coming aft to shorten sail, 4 hours extra drill; M. G. Garrett, H. A. Hunt, and J. W. Henry, disobedience of orders and tumbling in during mid watch, each 4 hours extra drill; M. A. Brown, not tumbling at foremast to comb hammock, 2 hours extra drill; C. Busch, dirty clothes at quarters, 2 hours extra drill; G. B. Baker, absent from muster, 4 hours extra drill. W. A. Matthews, neglecting and loitering at instruction, 4 hours extra drill; R. P. Green, slow in releasing wheel, 2 hours extra drill; P. Henry, disobedience of orders, 4 hours extra drill; A. J. Clark, disobedience of orders and tumbling in during mid watch, 2 hours extra drill. Apprentices at wheel.

Geo. R. Beach

Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Moderate breeze from E. by N. At 5.15 took in port studding sail; short reef out of mainsail and at 6.00 clear. At 5.55 took in starboard studding sail, then exercised single reefing topsails, after which made sail again. Course N. by N. by W. p.c. At end of watch under jib and all square sail except weather clew of mainsail. Distilling. Apprentices at the wheel.

J. D. Purcell

Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and bright starlight. Gentle to moderate breeze from E. by N. to E. & E. by N. Barometer steady. On course N. by N. by W. Under same sail as preceding watch, with mizzen topmast staysail after 9.45 and weather clew of mainsail after 10.15. Stopped distilling and allowed fires to die out at 10.00. Apprentices at wheel.

George R. Evans.

Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny

Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	4	7	6															
1	3	9	60.9	<i>N. N. E. 3/4 E.</i>	<i>N. E. by E.</i>		3.4	0	0	30.23	78	77	72	79	<i>b.c.</i>	<i>circum.</i>	9	<i>S.</i>
2	3	7	64.6	"	"		3.4	0	0	30.23	78	77	72	79	"	"	9	"
3	3	4	68.0	"	<i>E. N. E.</i>		3.4	0	0	30.23	77	76	72	79	"	"	7	"
4	3	5	71.5	"	<i>East</i>		3	0	0	30.22	77	76	72	79	"	"	7	"
5	4	2	75.7	"	"		3	0	0	30.22	77	76	72	79	"	"	7	"
6	4	1	79.8	"	"		3	0	0	30.22	77	76	72	79	"	"	6	"
7	4	8	84.6	"	"		3	0	0	30.22	77	76	72	79	"	"	6	"
8	4	8	89.4	"	"		3.4	0	0	30.23	77	76	72	79	"	"	6	"
9	4	9	94.3	"	<i>E. by S.</i>		4	0	0	30.25	79	77	72	79	"	<i>cum.</i>	8	<i>S.</i>
10	5	0	99.3	"	"		4	0	0	30.25	80	78	73	80	"	"	7	"
11	4	7	4.0	"	"		4	0	0	30.23	80	79	74	80	"	"	7	"
Noon.	4	3	8.8	"	"		4	0	0	30.22	81	79	73	80	"	"	7	"

98. 6 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *N. 3/8 S.*

105 knots. tenths.

Position at Noon:	Latitude by D. R.	23° 19' <i>N.</i> "
	Longitude by D. R.	44° 53' <i>W.</i> "
	Latitude by observations of ☉	23° 19' <i>N.</i> "
	Longitude by chronometer from Forenoon Observations of ☉	45° 01' <i>W.</i> "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	23° 21' <i>N.</i> "
	Longitude by <i>Observation</i>	44° 41' <i>W.</i> "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	23° 17' <i>N.</i> "
	Longitude by <i>Chronometer from Afternoon Observation</i>	45° 43' <i>W.</i> "

Current during the time, *7* knots tenths per hour, setting to the *West*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *N. 3/4 W. 1/2 N.*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, " *3° 09' W.* "Can used *14° 00' W.*

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 284 "

Water remaining on hand fit for use at Noon, 2550 "

Coal consumed during the preceding 24 hours, tons/275 lbs.

Coal remaining on hand at Noon, 127 " 1125 "

P. M.																		
1	4	5	12.8	<i>N. N. E. 3/4 E.</i>	<i>E. by S.</i>		4	0	0	30.21	81	80	73	80	<i>b.c.</i>	<i>circum.</i>	8	<i>S.</i>
2	4	6	17.4	"	<i>East</i>		4	0	0	30.21	82	80	74	80	"	"	8	"
3	4	4	21.8	"	<i>E. by N.</i>		4	0	0	30.20	82	80	74	80	"	<i>cum.</i>	7	"
4	4	6	26.4	"	"		4	0	0	30.20	81	79	72	80	"	"	7	"
5	4	5	30.9	"	"		4	0	0	30.22	80	79	72	80	"	<i>circum.</i>	7	"
6	4	5	32.3	"	<i>E. N. E.</i>		4	0	0	30.22	79	78	71	80	"	"	7	"
7	4	7	37.0	"	"		4	0	0	30.22	79	78	71	80	"	<i>stead.</i>	7	"
8	5	0	41.9	"	"		4	0	0	30.22	79	78	71	80	"	<i>sum. mist.</i>	7	"
9	4	8	46.7	"	"		4	0	0	30.23	78	77	71	80	"	<i>cum.</i>	8	"
10	4	8	51.5	"	<i>N. E. by E.</i>		4	0	0	30.23	78	77	71	79	"	"	8	"
11	4	8	56.3	"	"		4	0	0	30.23	78	77	71	79	"	"	8	"
Mid.	4	7	61.0	"	"		4	0	0	30.23	78	77	71	79	"	"	8	"

under the command of

Commander Louis Kingsley
Friday, October 19

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Partly cloudy. Gentle to moderate breezes from N.E. by E. to East. At 12.15 hauled down mizzen topmast staysail. At end of watch under square sail to riggle, on course N. N. W. $\frac{1}{4}$ W. Apprentices at wheel.

N. D. Hoffman
Ensign U. S. N.

From 4 to 8 A. M.

Fair and fine weather. Gentle to moderate breezes from East. Commenced at 4.30 starboard lower studding sail and hauled up weather clew of mainail; at 7.30 set port lower studding sail and hauled up lee clew of mainail. At end of watch on course, under all square sail except mainail, with both lower studding sails. Apprentices at the wheel.

W. Claperton
Lieutenant U. S. N.

From 8 A. M. to Noon.

Moderate breeze from E. by S. Fair, warm and pleasant. Smooth sea. At 9.30 mustered crew at quarters and received at great guns. - Distances reported ready as follows: - 1st 3 min. 40 sec; 2nd 3 min. 20 sec; 3rd 3 min. 10 sec; 4th 3 min. 00 sec; 5th 3 min. 00 sec; 6th 3 min. 00 sec; 7th 3 min. 00 sec; 8th 3 min. 00 sec; 9th 3 min. 00 sec; 10th 3 min. 00 sec; 11th 3 min. 00 sec; 12th 3 min. 00 sec. By order of Commanding Officer released from confinement J. B. Kellum for his term of confinement having expired. By same authority, G. A. Mitchell, App. 3 cl., was placed in solitary confinement in bread and water for three days for stealing. The following punishments were awarded: J. B. Hardy App. 3 cl. and G. C. Garbath App. 3 cl. for being noisy and disorderly about decks, each 4 hours extra drill. On same course and under same sail as in preceding watch. Apprentices at the wheel. Temperature of magazines 80-85° forward, 78-77° aft.

Geo. R. Clark
Lieutenant U. S. N.

From Noon to 4 P. M.

Bleak. Moderate breeze from E. by S. to E. by N. At 2.30 set mizzen topmast staysail. With this addition, under same sail as in preceding watch. Commenced at 4.30 starboard lower studding sail and hauled up weather clew of mainail. At 7.30 set port lower studding sail and hauled up lee clew of mainail. At end of watch on course, under all square sail except mainail, with both lower studding sails. Apprentices at the wheel.

H. Purcell
Lieutenant U. S. N.

From 4 to 8 P. M.

Fine weather. Moderate breezes from E. N.E. to E. by N. Steady barometer. Smooth sea. On course N. N. W. $\frac{1}{4}$ W. Under same sail as preceding watch, except at 6.00 took in both studding sails and set weather clew of mainail. At 7.30 went to night fire quarters, few streams. Apprentices at wheel. At 5.45 single reefed main topmast staysail and then made sail again.

George T. Evans,

From 8 P. M. to Midnight.

Partly cloudy. Moderate breeze from E. N.E. to N.E. by E. At 10 o'clock set weather clew of mainail. At end of watch under square sail to riggle with mizzen topmast staysail and half jib hoisted on course N. N. W. $\frac{1}{4}$ W. Apprentices at wheel.

Ensign U. S. N.

N. D. Hoffman
Ensign U. S. N.

Examined and found to be correct.

J. B. McEllen
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Funchal, Madeira, to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4.	Air by Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.	55	9																
1	4	3	68.3	<i>Ch. N. N. 3/4 W.</i>	<i>N. E. by E.</i>		4	0	0	30.20	78	77	71	79	<i>b.c.</i>	<i>cum.</i>	7	8
2	4	2	69.5	"	<i>East</i>		4	0	0	30.17	78	77	71	79	"	"	8	"
3	4	5	74.0	"	"		4	0	0	30.17	78	77	71	79	"	"	8	"
4	4	0	78.0	"	"		4	0	0	30.18	78	77	71	79	"	"	8	"
5	4	4	82.4	"	"		4	0	0	30.18	78	77	71	79	"	"	7	"
6	4	9	87.3	"	"		4	0	0	30.18	78	77	71	79	"	"	6	"
7	4	3	91.6	"	"		4	0	0	30.20	78	77	71	79	"	"	6	"
8	4	8	96.4	"	"		4	0	0	30.21	79	78	72	79	"	"	6	"
9	4	6	1.0	"	<i>E. by S.</i>		4	0	0	30.23	79	78	72	79	"	<i>cir. cum.</i>	7	"
10	4	3	5.0	"	"		4	0	0	30.25	79	78	72	80	"	"	8	"
11	4	4	9.4	"	"		4	0	0	30.27	80	78	72	80	"	"	8	"
Noon.	4	4	13.8	"	"		4	0	0	30.26	80	78	72	80	"	"	8	"

109.0 Distance run by Patent Log

Course and distance made good since preceding noon by observations, *Ch. 1/4 S.*

110 knots. tenths.

Position at Noon:	Latitude by D. R.	23° 12' N. "
	Longitude by D. R.	46° 59' W. "
	Latitude by observations of ☉	23° 14' N. "
	Longitude by chronometer from Forenoon Observations of ☉	46° 59' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	23° 15' N. "
	Longitude by <i>Observation</i> 0	46° 40' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	23° 12' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i> 0	47° 29' W. "

Current during the time, 2 knots tenths per hour, setting to the North

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *Ch. by N.*

11° 43' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., "

3° 06' W. "Nav. used 12° 58' W.

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2150 "

Coal consumed during the preceding 24 hours,

tons 680 lbs.

Coal remaining on hand at Noon,

127 " 445 "

P. M.																		
1	4	0	17.8	<i>Ch. N. N. 3/4 W.</i>	<i>E. by S.</i>	4	0	0	30.24	81	79	73	80	<i>b.c.</i>	<i>cir. cum.</i>	8	9	
2	3	2	21.0	"	"	3.4	0	0	30.24	82	80	73	80	"	"	6	"	
3	4	0	25.0	"	"	4	0	0	30.19	82	80	73	80	"	"	6	"	
4	4	3	29.3	"	<i>E. by N.</i>	4	0	0	30.19	82	79	73	80	"	"	7	"	
5	3	9	33.6	"	"	4	0	0	30.17	80	78	72	80	"	"	7	"	
6	3	4	37.5	"	"	4	0	0	30.17	80	78	72	80	"	"	7	"	
7	4	1	40.9	"	"	3.4	0	0	30.19	79	78	72	79	"	"	7	"	
8	4	0	45.0	"	"	3.4	0	0	30.19	79	78	72	79	"	"	7	"	
9	3	8	49.0	"	"	3.4	0	0	30.21	79	78	72	79	"	"	9	"	
10	3	5	52.8	"	"	3.4	0	0	30.22	79	78	72	79	"	"	9	"	
11	4	3	56.3	"	"	3.4	0	0	30.23	79	78	72	79	"	"	9	"	
Mid.	3	0	59.2	"	"	3.4	0	0	30.23	78	77	71	79	"	"	8	"	

45.5

4-260

Commander Louis Kingsley
Saturday, October 20

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Bright moonlight. Moderate breeze from N.E. by E., veering to East. At 20'clocks hauled down mizzen topmast staysail and up weather clew of mainail. Comms. Lt. W. H. 1/4 Lt. (j.c.) At end of watch ship under all square sail, except weather clew of mainail. Apprentices at wheel.

W. R. Caperton
Lieutenant U. S. N.

From 4 to 8 A.M.

Moderate breeze from East. Fair and pleasant. Set starboard studding sail at 4:30 and the pot on at 7:40. At end of watch on same course as in preceding watch, under both studding sails and all square sail except weather clew of mainail. Apprentices at the wheel.

Geo. R. Coan
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Moderate breeze from E. by S. At 8:45 hauled up port clew of mainail, with this exception under same sail as in preceding watch. Comms. Lt. W. H. 1/4 Lt. Apprentices at the wheel. Passed numerous pieces of sea weed.

J. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Gentle to moderate breezes from E. by S. to E. by N. Barometer falling. Long swell from E. S. E. On comm. Lt. W. H. 1/4 Lt. Under same sail as preceding watch. Apprentices at the wheel.

George R. Evans, Jr.
Ensign U. S. N.

From 4 to 8 P.M.

Partly cloudy and pleasant. Moderate to gentle breeze from E. by N. At 5:45 took two single reefs in main topmast and clewed up light sails, then made sail to square sails to square, except weather clew of mainail, taking in both lower studding sails. At end of watch on comm. Lt. W. H. 1/4 Lt. Apprentices at the wheel.

J. A. Colman
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and fine weather. Gentle to moderate breezes from E. by N. Comms. Lt. W. H. 1/4 Lt. (j.c.) Moon rose at 10:50 P.M. At end of watch ship on course under all square sail to square, except weather clew of mainail. Apprentices at the wheel.

W. R. Caperton
Lieutenant U. S. N.

J. B. McIlton,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship Essex

'Third Rate,

Making passage from Funchal, Madeira, to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																	
1	3	1	62.3	N. 40. 1/4 N.	E. N. E.	3	0	0	30.18	78	77	72	79	b. c.	cum.	8	9
2	3	0	65.3	"	"	3	0	0	30.15	78	77	72	79	"	"	8	"
3	3	6	68.9	"	N. E.	3	0	0	30.15	78	77	72	79	"	"	8	"
4	4	3	73.2	"	N. N. E.	3	4	0	30.14	78	78	73	79	"	"	8	"
5	4	6	77.8	"	"	4	0	0	30.14	78	78	74	79	"	"	8	"
6	5	5	83.3	"	"	4	0	0	30.14	78	78	74	79	"	"	6	"
7	5	8	89.1	"	"	4	0	0	30.15	78	78	74	79	"	"	6	"
8	5	8	94.9	"	"	4	0	0	30.16	78	78	74	79	"	"	6	"
9	5	8	100.7	"	"	4	0	0	30.17	79	78	73	79	"	"	6	"
10	5	9	6.6	"	"	4	0	0	30.19	79	79	74	79	b. c. p.	cum. mist.	4	"
11	4	4	11.0	"	E. N. E.	3	0	0	30.20	79	79	75	79	"	"	4	"
Noon.	2	7	13.7	"	E. S. E.	3	0	0	30.20	80	80	76	80	"	"	6	"

100.0 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *N. 1/4 S.* 98 knots. tenths.

Position at Noon: { Latitude by D. R. 23° 10' N. "

{ Longitude by D. R. 48° 46' W. "

{ Latitude by observations of ☉ 23° 09' N. "

{ Longitude by chronometer from Forenoon Observations of ☉ 48° 44' W. "

Position at 3 A. M. { Latitude by *D. R. from Noon* 23° 10' N. "

{ Longitude by *observation* of ☉ 48° 24' W. "

Position at 3 P. M. { Latitude by *D. R. from Noon* 23° 08' N. "

{ Longitude by *chronometer from Afternoon observation* of ☉ 49° 10' W. "

Current during the time, 2 knots tenths per hour, setting to the *S. E. by E. 1/2 E.*

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at " 0 "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1750 "

Coal consumed during the preceding 24 hours, tons — lbs.

Coal remaining on hand at Noon, 127 " 445 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.	Force.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
1	4	1	17.8	<i>N. 40. 1/4 E.</i>	<i>E. S. E.</i>	3	0	30.18	81	80	75	81	<i>b.c.</i>	<i>cir. cum. mist.</i>	3	5
2	4	2	22.0	"	"	3	0	30.18	81	80	75	81	"	"	5	"
3	3	0	25.0	"	"	3	0	30.18	82	81	77	81	"	"	4	"
4	1	9	26.9	"	<i>S. E.</i>	3	1	30.15	82	81	77	81	<i>b.c. p.</i>	<i>cum. mist.</i>	3	"
5	2	3	28.3	"	<i>E. S. E.</i>	2	3	30.15	78	79	75	81	<i>b.c.</i>	"	4	"
6	2	8	30.9	"	"	2	3	30.15	78	79	75	80	"	"	4	"
7	2	4	33.3	"	"	2	3	30.16	79	78	75	80	"	<i>cum.</i>	7	"
8	3	0	36.3	"	"	3	0	30.18	79	78	75	80	"	"	7	"
9	2	7	39.0	"	"	2	3	30.17	79	78	75	80	"	"	7	"
10	1	8	40.1	"	"	2	0	30.17	79	78	75	80	"	"	8	"
11	2	0	41.3	"	<i>S. E.</i>	2	0	30.16	79	78	75	80	"	"	7	"
Mid.	2	5	43.4	"	"	2	0	30.16	79	78	74	80	"	"	8	"

Commander Louis Kingsley
Sunday October 21

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle to moderate breeze from E. N.E. hawling to N. N.E. Fair and pleasant. Bright moonlight. Light upper stratum of clouds passing to E. first low. Smooth sea. Set the jib and mizzen topmast staysails at 1.10, the main topmast staysail and sprinker at 2.30 and the flying jib and weather clew of mainmast at 3.00 Took in mizzen topmast at 2.30. At end of watch on course N. N.W. $\frac{1}{4}$ N. per Standard, under main and mizzen topmast staysails and plain sail to royals except mizzen topmast. Apprentices at the wheel.

Geo. R. O'Leary
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Gentle to moderate breeze from N. N.E. At 4.55 set mizzen topmast and starboard studding sail. At 6.45 set for topmast staysail. At 7.30 took in mizzen topmast and at gaff topmast. Course N. N.W. $\frac{1}{4}$ N. At end of watch under starboard studding sail and all sail except mizzen topmast. Apprentices at the wheel.

J. P. Purcell
Lieutenant U. S. N.

From 8 A.M. to Noon

Partly cloudy, threatening weather. Passing clouds coming up from between E. N.E. and E. S.E. Rising barometer. Moderate falling to gentle breezes veering from N. N.E. to E. S.E. at end of watch. Smooth sea. At about 9.55 took in lower studding, later hauled down main and mizzen topmast staysails. At 9.45 took in sprinker and gaff topmast. At 11.55 hauled up fore clew of mainmast and set starboard clew. At 9.30 held Divisional inspection after which the Captain inspected the ship and crew at quarters. At about 10.15 the Captain held Divine Service. Apprentices at wheel. With exception noted under same sail as in preceding watch temperature of mercury 80° 80° forward, 78° 77° aft.

George R. Fenner
Ensign U. S. N.

From Noon to 4 P.M.

Cloudy. Gentle breeze to light and from E. S.E. to S.E. Barometer steady. At 10'clock set both lower studding sails. At end of watch under both lower studding sails and square sail to royals except mainmast, on course N. N.W. $\frac{1}{4}$ N. Apprentices at wheel.

N. D. Chapman
Ensign U. S. N.

From 4 to 8 P.M.

Fair and clearing weather. Light to gentle breezes from E. S.E. Course N. N.W. $\frac{1}{4}$ N. (p.e.) Rain squalls all around the horizon to the N. and N.W. and to the N. and E. first part of watch. At 5.45 took in both lower studding sails. At end of watch ship on course, under all square sail to royals, except mainmast. Apprentices at the wheel.

W. B. Caperton
Lieutenant U. S. N.

From 8 P.M. to Midnight

Gentle to light breeze from E. S.E. and S.E. Fair and pleasant. Bright starlight. Set the mizzen topmast and lee clew of mainmast at 8.15, the flying jib and mizzen topmast staysail at 10.30. At end of watch on course N. N.W. $\frac{1}{4}$ N. per Standard under mizzen topmast staysail and plain sail to royals, except weather clew of mainmast. Apprentices at the wheel.

Geo. R. O'Leary
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	32	7																	
1	2	0	44.8	<i>N. 1/4 N. 3/4 W.</i>	<i>S. E.</i>		1-3	0	0	30.17	79	77	74	80	<i>b.c.</i>	<i>cum. umb.</i>	2	<i>L.</i>	
2	1	8	45.9	"	<i>S. E.</i>		1-3	0	0	30.17	79	77	74	80	"	<i>cum. umb.</i>	5	"	
3	2	0	47.1	"	"		2-3	0	0	30.17	79	77	74	80	"	<i>cum. umb.</i>	6	"	
4	2	7	49.8	"	<i>S. E. by S.</i>		3	0	0	30.16	78	77	73	80	<i>b.c. p.</i>	<i>cum. umb.</i>	5	"	
5	3	4	53.2	"	"		3	0	0	30.16	78	77	73	80	"	"	4	<i>S.</i>	
6	4	0	57.2	"	<i>S. by E.</i>		3	0	0	30.16	78	77	73	80	"	<i>cum. umb.</i>	4	"	
7	3	2	60.4	"	"		3	0	0	30.16	78	77	73	80	<i>b.c.</i>	<i>cum. umb.</i>	5	"	
8	3	6	64.0	"	<i>S. E.</i>		3	0	0	30.16	79	78	74	80	"	"	5	"	
9	4	9	68.9	"	<i>S. by E.</i>		4	0	0	30.16	80	79	75	80	"	<i>cum.</i>	5	"	
10	4	9	73.8	"	"		4	0	0	30.17	80	80	76	80	"	"	5	"	
11	4	3	78.1	"	"		4	0	0	30.17	81	80	76	81	"	"	5	"	
Noon.	3	9	81.9	"	"		3-4	0	0	30.17	81	81	76	81	"	"	5	"	

73. *Distance run by Log.*Course and distance made good since preceding noon by observations, *N. 1/4 N.*

75 knots. tenths.

Position at Noon:	Latitude by D. R.	23 ° 07' N. "
	Longitude by D. R.	50 ° 03' W. "
	Latitude by observations of ☉	23 ° 13' N. "
	Longitude by chronometer from Forenoon Observations of ☉	50 ° 06' W. "
Position at 3 A. M.	Latitude by <i>D. R. from Noon</i>	23 ° 13' N. "
	Longitude by <i>Observation</i>	49 ° 46' W. "
Position at 3 P. M.	Latitude by <i>D. R. from Noon</i>	23 ° 13' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i>	50 ° 28' W. "

Current during the time, 7 knots tenths per hour, setting to the *N. 1/4 N. 1/4 W.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *N. 1/4 N. 1/4 W.*

9° 32' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., "

2° 52' W. " (Obs. used 10° 40' W.)

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1350 "

Coal consumed during the preceding 24 hours,

tons 1105 lbs.

Coal remaining on hand at Noon,

126 1580

P. M.																					
1	1	4	83.2	<i>N. 1/4 N. 3/4 W.</i>	<i>S. by E.</i>		2-3	0	0	30.17	82	82	76	81				<i>b.c.</i>	<i>cum. umb.</i>	5	<i>L.</i>
2	2	5	84.7	<i>N. by N.</i>	"		2-3	0	0	30.16	83	82	77	81				"	<i>cum. umb.</i>	6	"
3	2	8	89.6	"	<i>South</i>		2-3	0	0	30.15	83	82	77	81				"	<i>cum. umb.</i>	6	"
4	3	6	92.3	"	"		2-3	0	0	30.14	82	81	76	81				"	<i>cum. umb.</i>	6	"
5	2	5	94.7	"	"		2-3	3	1/4	30.17	81	81	76	81				<i>cum. umb.</i>	<i>atash. umb.</i>	4	"
6	2	5	97.2	"	<i>S. by W.</i>		2-3	3	1/4	30.17	80	80	76	81				"	<i>atash. umb.</i>	5	"
7	2	7	99.9	"	"		2-3	2	1/4	30.17	80	80	76	81				"	<i>cum. umb.</i>	6	"
8	2	3	2.2	"	"		2-3	2	1/4	30.20	80	80	76	81				"	<i>cum. umb.</i>	8	"
9	2	6	4.7	"	"		3	2	1/4	30.20	80	80	76	81				"	<i>cum. umb.</i>	8	<i>S.</i>
10	3	7	8.4	"	"		3	3	1/4	30.19	80	80	76	81				"	<i>cum. umb.</i>	8	"
11	3	8	12.2	"	"		3	3	1/4	30.19	80	80	76	81				"	<i>cum. umb.</i>	7	"
Mid.	3	3	10.3	"	"		3	2	1/4	30.16	80	80	76	81				"	<i>cum. umb.</i>	8	"

under the command of

Commander Louis Kingsley
Monday, October 22

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Light passing shown last hour. Light air to gentle breeze from S.E. to S.W. Course N. 4 N. 3/4 N. (p.c.) Under same sail as in preceding watch. Moon was clouded about midnight. Long swell from S.E. Apprentices at the wheel.

From 4 to 8 A.M.

Fair. Light passing shown first hour. Gentle breeze veering and hauling between S.E. by S. and S.W. by E. Barometer steady. Smooth sea. On course N. 4 N. 3/4 N. Under same sail as preceding watch, except at about 5.45 hoisted main topmast staysail and furling mizzen topmast. Apprentices at the wheel.

H. Purcell
Lieutenant U.S.N.

From 8 A.M. to Merid

George R. Evans.

Ensign U.S.N.

Partly cloudy. Moderate breeze from S. by E. Barometer steady. Sea smooth. At 9 o'clock set for topmast staysail, spanker and gaff topsail. At 9.30 mustered crew at quarters after which the apprentices were instructed by Divisional Officers in seamanship; carpenter and the rearing of relieving tackle for the tiller. From 10.30 to 11.30 watch on deck engaged in sweeping and spots of accommodation ladder. At 9.30 released C. A. Rothfuss (App. s.c.) from confinement, by order of Commanding Officer, his term of confinement having expired. By order of Commanding Officer placed D. O. Harris (App. s.c.) in solitary confinement on bread and water for three days for receiving stolen property. At end of watch under all sail, except main topsail and mizzen topsail on course N. 4 N. 3/4 N. Apprentices at the wheel. Temperature of magazine 50° to 80° forward, 78° to 77° aft.

J. A. O'Brien
Ensign U.S.N.

From Merid. to 4 P.M.

Fair and warm. Light to gentle breeze from S.W. veering to South last two hours. Course N. 4 N. 3/4 N. (p.c.) until 12.35 when it was changed to N. by N. (p.c.) The Apprentices of the watch were instructed during the 3rd period at masthead seamanship and during the 4th period, the forward and after masts were instructed in gunnery at the 4" R. & B. gun. At end of watch ship on her course under same sail as at end of preceding watch. Apprentices at the wheel. Gunnery gang armed and rehearsed knapsacks, hammocks and canteens.

W. B. Caperton
Lieutenant U.S.N.

From 4 to 8 P.M.

Light to gentle breeze from S. by W. Partly cloudy and pleasant. At 5.45 called all hands and exercised at reefing topsails. Took a close reef and then made sail. At end of watch on course N. by N. per Standard, under all staysails, gaff topsail, and plain sail to rig. Apprentices at the wheel.

Frank Clark
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Gentle breeze from S. by W. Course N. by W. (p.c.) Under same sail as in preceding watch. Apprentices at the wheel.

H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Moulton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Degree of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	3	4	5															
1	3	7	19.0	N. by E.	S. by E.	3	2	0	30.16	80	80	76	81	b.c.	cum.	8	S	
2	3	5	22.5	"	S. by E.	3	2	0	30.15	80	80	76	81	"	"	7	"	
3	3	3	25.8	"	"	3	2	1/2	30.15	80	80	77	81	"	"	6	"	
4	3	3	28.6	"	"	3	2	3/4	30.14	80	80	77	81	"	"	5	"	
5	1	5	30.1	"	"	2	2	1/2	30.14	80	80	77	81	"	"	5	"	
6	2	1	32.2	"	"	2-3	2	1/2	30.14	80	80	77	81	"	"	5	"	
7	0	5	32.3	"	"	1-2	0	1/2	30.14	80	80	77	81	"	"	5	"	
8	0	5	32.6	"	"	1-2	0	1/2	30.16	80	80	77	81	b.c.p.	"	4	"	
9	0	6	32.8	N. N. E.	"	0-1	0	0	30.20	81	81	77	81	b.c.	cum. mist.	7	"	
10	0	0	32.8	No steering	Variable	0-1	0	0	30.22	80	80	77	81	b.c.p.g.	"	2	"	
11	1	0	32.8	N. N. by E.	S. E.	0-1	0	0	30.22	80	80	77	81	b.c.p.	"	6	"	
Noon.	2	0	34.5	N. N. by E. 1/2 N.	S. E. by S.	1-2	0	0	30.21	81	81	77	81	b.c.	"	8	"	

56.9 Distance run by Log.

Course and distance made good since preceding noon by observations, *N. 1/2 N.*

55 knots. tenths.

Position at Noon:	Latitude by D. R.	23° 0' 16" <i>N.</i>
	Longitude by D. R.	51° 0' 08" <i>W.</i>
	Latitude by observations of ☉	23° 0' 15" <i>N.</i>
	Longitude by chronometer from Forenoon Observations of ☉	51° 0' 04" <i>W.</i>
Position at 3 A. M.	Latitude by <i>D. R. from Noon</i>	23° 0' 14" <i>N.</i>
	Longitude by <i>Observation</i>	51° 0' 00" <i>W.</i>
Position at 3 P. M.	Latitude by <i>D. R. from Noon</i>	23° 0' 18" <i>N.</i>
	Longitude by <i>Chronometer from Afternoon Observation</i>	51° 0' 38" <i>W.</i>

Current during the time, 4 knots tenths per hour, setting to the *E. S. E. 1/4 E.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *N. N. W. 3/4 W.*9° 08' *W.*

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " "

3° 00' *W.* " *Obs. used 10° 08' W.*

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

950 "

Coal consumed during the preceding 24 hours,

tons — lbs.

Coal remaining on hand at Noon,

126 " 1580 "

P. M.																		
1	2	0	36.3	N. N. W. 1/2 N.	S. by S.	2	0	3/4	30.18	82	81	79	81	b.c.	cum. mist.	5	S	
2	2	6	38.9	N. by N.	S. by S.	2	2	3/4	30.15	82	82	79	81	"	"	6	"	
3	4	1	43.0	"	"	3-4	2	1/2	30.14	83	82	79	81	"	"	7	"	
4	4	4	47.3	"	"	4	2	1/2	30.13	83	82	79	81	"	"	7	"	
5	4	3	51.6	"	"	4	3	1/2	30.14	82	82	79	81	b.c.p.	"	6	"	
6	5	4	57.0	"	"	4	4	1/2	30.14	81	81	78	81	b.c.	"	7	"	
7	5	2	62.2	N. N. W. 1/4 N.	"	4	4	1/2	30.15	81	80	77	81	"	"	7	"	
8	4	8	67.0	N. N. W. 1/2 N.	"	4	4	1/2	30.17	81	80	77	81	b.c.	"	6	"	
9	4	4	71.4	N. N. by N. 1/2 N.	S. by S.	4	4	3/4	30.20	81	80	77	81	"	"	7	"	
10	4	7	76.1	N. N. by N. 3/4 N.	"	4	4	3/4	30.22	81	80	77	81	b.c.	"	6	"	
11	4	8	80.9	N. N. W. 1/4 N.	S. by S.	4	4	1/2	30.23	81	80	77	81	"	"	9	"	
Mid.	3	9	84.8	N. N. W. 1/2 N.	"	4	4	1/2	30.23	81	80	77	81	"	"	8	"	

50 6

4-260

Commander Louis Kingsley
Tuesday, October 23

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair. Moon rose at 1.03. Gentle breeze from between South and S. S.W. Barometer falling slowly. Smooth sea. On course N. by S. Under all plain sail except mizzen topsail, together with all staysails and gaff topsail. Apprentices at wheel.

George R. Brown.

From 4 to 8 A.M.

Cloudy, with light passing showers during latter part. Gentle breeze to light air from S. S.W. Barometer steady. At end of watch under all sail except main topsail and mizzen topsail, barely under staysawney, on course N. by S. Apprentices at wheel.

N. D. Colman
Ensign U. S. N.

From 8 A.M. to Merid.

Generally clear, with passing rain squalls about 10 o'clock. Light air from S. S.W. veering to S.W. and backing to S.W. by S. last hour. Took in royals, main and mizzen topmast staysails, mainmast, spanker and gaff topsail to a squall at 9.50 and set them again except gaff topsail at 10.30. At 9.30 mustered on quarter and had divisional drill until interrupted by rain squall. At end of watch ship by the wind on port tack, heading N. S.W. 1/2 S. (true) under all plain sail except mizzen topsail with all topmast staysails, on course N. by S. (true) Apprentices at the wheel. Tested magazine flood cocks and found them in working order. Temperature of magazine 82° 82° forward, 80° 44° aft.

W. H. Hapton
Lieutenant U. S. N.

From Merid. to 4 P.M.

Light breeze from S.W. by S. increasing to moderate breeze and veering to S. S.W. Fair and pleasant. Smooth sea. Set gaff topsail at 2.00. At end of watch under all fore and aft sail except main topsail and all square sail except mizzen topsail. On port tack making course N. by S. last three hours. During 3rd and 4th periods, from 1.15 to 3.15 exercised port watch at shooting and splashing. Repaired locking iron of No 9, 1 P.M. R. D. Gun. Cleaned port water tank. Apprentices at the wheel.

George R. Brown
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Light passing showers first hour and clear lightening to N.W. and N.E. last hour. Moderate breeze from S. S.W. At 6.45 examined all hands reefing topsails, then made sail again. At end of watch under same sail as in preceding watch. On course N. by S. (true) Apprentices at the wheel.

J. L. Purcell
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and bright starlight. Moderate breeze from S.W. first part, S.W. by S. latter part. Rising barometer. On course N. by S. By the wind on the port tack. At 8.10 hauled down flying jib and took in royals and gaff topsail. At end of watch under plain sail to topgallant sails and all staysails. Apprentices at wheel. Smooth sea.

George R. Brown.

Ensign U. S. N.

J. B. Moulton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenhs.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air, Dry Bulb.	Alc. Wet Bulb.	Water at Surface.				
A. M.	50	6																
1	4	0	87.1	Ch. N. E. 1/4 E.	S. E. by S.		3-4	4	1/2	30.22	80	80	77	81	b. c.	cum. mist.	8	8
2	3	0	89.1	"	"		3	4	1/2	30.19	80	80	77	81	"	"	5	"
3	2	5	92.0	N. E. by E.	S. E.		2-3	3	1/2	30.19	80	79	77	81	"	"	5	"
4	1	2	93.2	"	"		2	2	1/2	30.16	80	79	77	81	"	"	5	"
5	1	2	93.4	Ch. N. E.	S. E. by S.		2	0	1/2	30.16	80	79	77	81	"	cum. mist.	5	"
6	1	0	93.6	"	"		2	0	1/2	30.18	80	79	77	81	"	"	5	"
7	1	4	93.6	"	"		2	0	1/2	30.20	80	79	77	81	"	cum.	6	"
8	1	5	94.3	"	"		2	0	1/2	30.22	80	79	77	81	"	"	8	"
9	1	0	96.4	Ch. by N. E.	S. E. by E.		1-2	0	0	30.24	81	81	78	81	"	"	8	"
10	3	0	98.4	"	S. by E.		2-3	0	0	30.25	81	81	78	81	"	"	9	"
11	3	5	98.4	"	"		4	2	0	30.25	81	81	78	81	"	"	7	"
Noon.	3	6	1.0	"	Fair		4	2	0	30.25	81	82	78	81	"	"	7	"

77. *Distance run by Log.*Course and distance made good since preceding noon by observations, *Ch. by N. E.*

71 knots. tenths.

Position at Noon:	Latitude by D. R.	23° 28' N. "
	Longitude by D. R.	52° 25' W. "
	Latitude by observations of ☉	23° 31' N. "
	Longitude by chronometer from Forenoon Observations of ☉	52° 20' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	23° 31' N. "
	Longitude by <i>Observation</i>	52° 08' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	23° 31' N. "
	Longitude by <i>Chronometer from Afternoon Observations</i>	52° 41' W. "

Current during the time, 5 knots tenths per hour, setting to the *N. E. by E.*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *Ch. N. E.*

8° 26' W.

Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, " "3° 00' W. " *Dev. used 9° 26' W.*

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 550 "

Coal consumed during the preceding 24 hours, tons 765 lbs.

Coal remaining on hand at Noon, 126 " 815 "

P. M.																		
1	4	6	5.6	<i>Ch. by N. E.</i>	<i>S. by E.</i>		4	3	0	30.25	82	82	78	82	<i>b. c.</i>	<i>cir. cum.</i>	4	8
2	2	4	6.8	"	<i>S. by E.</i>		3	2	0	30.23	83	83	79	82	"	<i>cum.</i>	5	"
3	2	2	8.2	"	<i>S. by E.</i>		3	2	0	30.22	84	83	80	82	"	<i>cir. cum.</i>	5	"
4	2	4	10.6	"	"		3	2	0	30.22	84	84	80	82	"	"	5	"
5	2	0	12.4	"	"		2-3	2	0	30.22	84	83	79	82	"	"	8	"
6	2	0	13.6	"	<i>S. by E.</i>		2-3	2	0	30.22	83	82	79	81	"	<i>cum. mist.</i>	7	"
7	3	7	17.3	"	"		3-4	3	0	30.23	81	81	78	81	<i>b. c. p.</i>	"	7	"
8	3	8	21.1	"	<i>Fair</i>		3-4	3	0	30.25	81	81	78	81	<i>b. c.</i>	"	6	"
9	2	7	23.8	"	"		2-3	3	0	30.27	81	81	78	81	"	"	7	"
10	3	0	26.8	"	"		3	3	0	30.28	81	81	78	81	"	"	7	"
11	2	2	29.0	"	"		2-3	2	0	30.28	81	81	78	81	"	"	8	"
Mid.	1	6	30.6	"	"		2-3	2	0	30.27	81	81	78	81	<i>b. c. p.</i>	"	5	"

Commander Louis Kingsley
 Wednesday October 24

, U. S. Navy,
 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy, with passing squalls around the horizon. Moderate to gentle breeze from S.W. to S.W. by S. Occasional lightning. Barometer falling. Took in topgallant sails and mainsail to squally appearance at 20'clock and at 2.45 made sail again. At 3.15 took in mainsail and spanker. Aboard of watch under plain sail to topgallant sails except mainsail and spanker with all topmast staysails, heading S.W. From 4 to 8 A.M. ^{Under S.W. by S. Squalls at intervals.} N. R. Goldman Ensign U. S. N.

Fair to clear and hot. Light breeze from S.W. by S. Lower S.W. by S. (S.W.) At 7.30 set royals, flying jib, mainsail and spanker. At end of watch, ship by the wind in the port trees under all plain sail to royals, with all topmast staysails. Apprentices at wheel. W. H. Caperton.

From 8 A.M. to Merid.

Light air to moderate breeze hauling from S.W. to South Fair, warm and pleasant. Smooth sea. At 8.44 hove ship to, with main topsail to the mast, lowered life boat and picked up a blanket that had fallen on board. Went ahead on course at 8.56. Used heading and scrubbed hammocks. Hoisted up mainsail at 8.44 and set gaff topsail at 11.50. At end of watch on course S.W. by S. few Standard under all sail except studding sails, mainsail, main topsail and mizzen topsail. Apprentices at the wheel. Temperature of magazines 83° 82° forward, 81° 80° aft. Geo. R. Evans.

From Merid. to 4 P.M.

Clear, gentle to moderate breeze from S. by E. and S.E. At 2.45 started fires under boiler B. for distilling. Under same sail as preceding watch. Apprentices engaged in mending and repairing clothing. Apprentices at the wheel. Lower S.W. by S. J. H. Purcell.

From 4 to 8 P.M.

Clear. Gentle breeze from S.E. to South. Barometer rising. Smooth sea. On course S.W. by S. Under same sail as preceding watch. At 5.45 close reefed topsails and cut down royal yards, shot the reefs, crossed royal yards and made sail again. Price banded under boiler B. Apprentices at the wheel. George R. Evans.

From 8 P.M. to Midnight.

Partly cloudy. Lightning to S.W. and N.W. Gentle breeze to light air from South. At 10.30 took in mainsail and mizzen topmast staysail. At end of watch under plain sail to royals, (except mainsail) with all topmast staysails, on course S.W. by S. Distilling with fire banded under boiler B. Apprentices at the wheel. N. R. Goldman Ensign U. S. N.

J. B. McIlton,
 Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Funchal, Madeira to Yorktown, Va.

				WIND.				BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.		Forms of Clouds, by symbols.		Prop. of Clear Sky, in fifts.		State of the Sea.	
Hour.	Knots.	Tenths.	Reading of Patent Log.	Direction by Standard Compass.		Force.	Heel.	Leeway.	Height in inches.	Ther. at/d.	Air by Bulb.	Mt. Wet Bulb.	Water at Surface.							
A. M.	12	6																		
1	3	0	33.0	N. by N.	SSE.	2-3	0	0	30.27	80	80	78	81	b.c. pl.	cum. mch.	7	8			
2	4	0	37.0	"	"	3-4	3	0	30.27	80	80	78	81	b.c. d.b.	"	7	"			
3	4	5	41.5	"	"	3-4	3	0	30.26	80	80	78	81	b.c. w.	"	7	"			
4	4	4	45.7	"	"	3-4	3	0	30.26	80	80	78	81	"	"	8	"			
5	5	2	50.9	"	SE by S	4	3	0	30.25	80	80	78	81	"	cum.	8	"			
6	5	0	55.9	"	"	4	4	0	30.25	80	80	78	81	b.c.	cum. mch.	8	"			
7	5	2	61.1	"	"	4	4	0	30.27	80	80	78	81	"	cir. cum.	8	"			
8	5	0	66.1	"	"	4	4	0	30.29	80	80	78	81	"	cum.	8	"			
9	5	2	71.3	"	"	4	3	0	30.30	81	81	78	81	"	cum.	8	"			
10	5	5	76.8	"	"	4	3	0	30.31	82	82	79	81	"	"	7	"			
11	6	2	83.0	"	"	5	4	0	30.31	83	82	79	81	"	"	7	"			
Noon.	5	4	88.8	"	"	4-5	4	0	30.31	83	83	86	81	"	"	7	"			

91.6 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *N. 3/4 N.*

92 knots. tenths.

Position at Noon:	Latitude by D. R.	23° 31' N.
	Longitude by D. R.	53° 59' W.
	Latitude by observations of ☉	23° 42' N.
	Longitude by chronometer from Forenoon Observations of ☉	53° 54' W.
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	23° 42' N.
	Longitude by observation ☉	53° 29' W.
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	23° 42' N.
	Longitude by <i>Chronometer from Afternoon Observations</i>	54° 33' W.

Current during the time, 12 knots tenths per hour, setting to the *N. NE.*

Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *N. by E.*

Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, " *8° 08' W.* *Dev. used 8° 50' W.*

Water expended during the preceding 24 hours, 406 gallons.

Water distilled during the preceding 24 hours, 677 "

Water remaining on hand fit for use at Noon, 827 "

Coal consumed during the preceding 24 hours, 1 tons 11/10 lbs.

Coal remaining on hand at Noon, 125 6/5 "

P. M.																			
1	5	8	94.6	<i>N. by N.</i>	<i>SE. by S.</i>	4-5	4	1/4	30.30	84	84	80	81	<i>b.c.</i>	<i>cum.</i>	7	8		
2	5	6	100.2	"	"	4	4	1/4	30.28	85	84	80	81	"	"	7	"		
3	5	4	5.6	"	"	4	4	0	30.27	84	84	80	81	"	"	7	"		
4	5	4	11.0	"	"	4	4	0	30.28	83	84	80	82	"	"	6	"		
5	5	2	16.2	"	<i>SE.</i>	4	3	0	30.28	83	83	79	82	"	"	4	"		
6	5	3	21.5	"	"	3-4	3	0	30.30	82	82	78	82	"	"	8	"		
7	5	5	26.8	"	"	3-4	3	0	30.32	82	81	77	82	"	"	9	"		
8	5	3	32.1	"	"	3-4	3	0	30.33	82	81	77	82	"	"	9	"		
9	5	5	37.4	"	"	4-5	3	0	30.31	82	81	78	81	"	"	8	"		
10	5	1	42.5	"	"	4-5	3	0	30.31	82	81	78	81	<i>b.c. d.</i>	"	8	"		
11	5	1	47.6	"	"	4-5	3	0	30.31	82	81	78	81	"	"	8	"		
Mid.	5	4	52.9	"	"	4-5	3	0	30.30	81	81	78	81	<i>b.c. w.</i>	"	8	"		

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Commander Lorio Kingsley
Thursday, October 25

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally clear with light drizzling rain passing over at intervals from the S.E. Lightning from N. by E. to S. P.M. during entire watch. Gentle to moderate breeze from S.E. No rain at 3.10 A.M. At end of watch ship on course N. by E. (p.c.) under all topmasts staysails and all plain sail to riggle, except mainsail. Distilling with fire barked under boiler B. Apprentices at the wheel.

W. H. Caperton,
Lieutenant U. S. N.

From 4 to 8 A.M.

Moderate breeze from S.E. by S. Fair and pleasant. Cumulus clouds around horizon. Low north sea. Let her clew of mainsail at 4.30 and the gaff topsail at 7.15. At end of watch on course N. by E., few straddles, under all fore and aft sail except main topsail and all square sail except weather clew of mainsail and mizzen topsail. Distilling with fire barked under boiler B. Apprentices at the wheel.

G. R. Beach,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Moderate to stiff breeze from S.E. by S. At 9.20 set mizzen topsail and put studding sail. At 9.30 mustered at quarters and blew earbored apprentices at Division drill during first period: 2nd period exercised apprentices of watch on deck at signals. At end of watch under put studding sail and all sail except weather clew of mainsail and main topsail. Course N. by E. (p.c.) Apprentices at the wheel. Distilling. Commanding Officer awarded the following punishments, viz: - Mr. Kiff, U. S. App. 3 cl. for being extra duty for striking under forecable when watch was on deck. Cook K. R. two hours extra duty for willful disobedience of the orders of the Officer of the deck and Butte N. R. four hours extra duty for smoking. By order of Commanding Officer released from confinement Janice D. J. App. 3 cl. By order of Commanding Officer placed in confinement (solitary) for three days on bread and water Charles Frank, App. 3 cl. for receiving stolen property and burning it to be such. Temperature of magazines 53° 52° forward, 52° 50° aft.

J. H. Purcell,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Fair. Gentle to stiff breeze from S.E. by S. Barometer falling slightly. On course N. by E. Under same sail as preceding watch. Instructed boys of watch, 3rd period in signals; 4th period, skinship drill, 1st company. Distilling with fire barked under boiler B. Apprentices at wheel.

George K. Evans.

Ensign U. S. N.

From 4 to 8 P.M.

Generally clear and pleasant. Gentle to moderate S.E. breeze. Barometer rising. At 5.45 took in lower studding sail, called all hands reef topsails, took in light sails and took a single reef in topsail, after which made sail again. At end of watch under plain sail to riggle, (except weather clew of mainsail) all topmasts staysails, mizzen topsail and gaff topsail, on course N. by E. Distilling. Apprentices at the wheel.

N. A. Colman,
Ensign U. S. N.

From 8 P.M. to Midnight.

Generally clear and damp, with occasional sharp lightning to S.E. and N.W. Moderate breeze from S.E. At end of watch on course N. by E. (p.c.) under same sail as in preceding watch. Distilling with fire barked under boiler B. Apprentices at the wheel.

W. H. Caperton,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Funchal, Madeira to Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Surface Current.	Direction & Force of Underway Current.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1	5	7	58.6	<i>Ob. by A.</i>	<i>SE.</i>	5 3	0	30.29	81	81	78	81	<i>b.c.w.</i>	<i>cum.</i>	8	<i>P.</i>
2	5	9	64.5	"	"	5 3	0	30.28	81	81	78	81	<i>b.c.w.</i>	"	7	"
3	5	6	70.1	"	"	5 3	0	30.28	81	81	78	81	"	"	8	"
4	5	4	75.5	"	<i>SE.</i>	5 3	0	30.28	81	81	78	81	"	"	7	"
5	5	7	81.2	"	"	4.5 3	0	30.28	81	81	78	81	<i>b.c.</i>	<i>cum.</i>	7	"
6	5	7	86.9	"	"	4.5 3	0	30.29	81	81	78	81	"	<i>cum.</i>	7	"
7	5	3	92.2	"	<i>SE. by S.</i>	4 3	0	30.31	81	81	78	81	"	"	7	"
8	6	1	98.3	"	"	5 3	0	30.31	81	81	78	81	"	"	7	"
9	5	8	4.0	"	"	5 3	1/8	30.35	81	81	78	82	"	"	5	<i>M.</i>
10	5	5	9.5	"	<i>SE.</i>	4.5 3	1/8	30.35	81	81	78	82	"	"	5	"
11	4	5	14.0	"	"	4 2	1/8	30.37	83	82	78	82	"	"	5	"
Noon.	5	3	19.3	"	"	4 2	1/8	30.36	83	82	78	82	"	"	7	"

131.1 *Distance run by log*Course and distance made good since preceding noon by observations, *Ob. 1/2 N.* 130 knots. tenths.

Position at Noon:	Latitude by D. R.	23° 45' N. "
	Longitude by D. R.	56° 17' W. "
	Latitude by observations of ☉	23° 54' N. "
	Longitude by chronometer from Forenoon Observations of ☉	56° 20' W. "
Position at 3 A. M.	Latitude by <i>D. R. from Noon</i>	23° 53' N. "
	Longitude by <i>Observation ☉</i>	55° 57' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	24° 11' N. "
	Longitude by <i>Chronometer from Afternoon Observation ☉</i>	56° 57' W. "

Current during the time, 9 knots tenths per hour, setting to the *N. by N. 1/2 N.*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *Ob. by A.*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, " *6° 42' W. Van used 7° 40' W.*

Water expended during the preceding 24 hours, 418 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at Noon, 1309 "

Coal consumed during the preceding 24 hours, 1 tons 965 lbs.

Coal remaining on hand at Noon, 123 " 2010 "

P. M.																
1	3	7	23.0	<i>Ob. by A.</i>	<i>SE.</i>	5 2	0	30.29	84	83	79	82	<i>b.c.</i>	<i>cum.</i>	7	<i>P.</i>
2	5	4	30.7	<i>Ob. by A.</i>	"	5 2	0	30.29	85	84	80	82	"	"	7	"
3	5	2	35.9	"	"	5.4 2	0	30.28	85	84	80	82	"	"	8	"
4	4	9	40.8	"	"	5.4 2	0	30.28	85	84	80	82	"	"	7	"
5	5	2	46.0	"	"	4.5 2	0	30.28	84	84	80	82	"	<i>cum. ant.</i>	6	"
6	5	9	51.9	"	"	5 3	0	30.28	84	83	79	82	"	"	5	"
7	5	4	57.3	"	<i>SE.</i>	5 3	0	30.29	82	82	78	82	"	<i>cum.</i>	7	"
8	4	3	61.6	"	"	4 3	0	30.30	82	82	79	82	<i>b.c.w.</i>	<i>cum. ant.</i>	6	"
9	3	6	65.2	"	<i>SE.</i>	3.4 3	0	30.31	82	82	79	82	<i>b.c.p.</i>	"	6	"
10	5	5	70.7	"	"	5 4	0	30.32	82	81	78	82	<i>b.c.w.</i>	"	6	"
11	6	0	76.7	"	"	5 4	0	30.32	82	81	77	82	"	"	7	"
Mid.	6	4	83.1	"	"	5 4	0	30.32	81	80	77	82	<i>b.c.w.</i>	"	7	"

63. 8

4-26

Commander Louis Kingsley
Friday, October 26

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Buff breeze from SE and SSE. Generally clear and damp. Bright starlight. Lightning to NW. Smooth sea. On course N. by W. per Standard, under all sail except studding sails and weather clew of mainsail. Distilling with fire banked under boiler B. Apprentices at the wheel.

George R. Beach

From 4 to 8 A.M.

Clear. Moderate to stiff breeze from SSE and SE by S. At 4.50 took in mizzen topsail and set it again at 6.30, also port studding sail. On course N. by S. per Standard. At end of watch under port studding sail staysails and all plain sail to royale, except weather clew of mainsail. Apprentices at the wheel.

J. H. Gorell

From 8 A.M. to Merid.

Fair. Moderate to stiff breeze from SE by S and SSE. Barometer rising. Very moderate sea. On course N. by S. Under same sail as preceding watch. At 9.30 mustered at quarters after which cleared ship for action and then rounded to General Quarters, times as follows:—9.34 ordered clear ship for action, 9.42 all parts of ship reported ready; 9.43 rounded to General Quarters; Forward Powder Division reported 50 seconds; Engine Room Division, 1 min. 10 sec.; After Powder Division, 1 min. 45 sec.; Magazine Division, 2 min. 10 sec.; 3rd Division, 2 min. 35 sec.; 1st Division, 2 min. 45 sec.; 2nd Division, 3 min. 10 sec. At 9.47 commenced exercises, mustered, banded riflesmen, fencers and skirmishers with arms and equipments on quarter deck. At 9.56 secured. Magazine temperature 84° 83° — 82° 80° . Apprentices at wheel. Distilling with fire banked under boiler B.

George R. Beach

From Merid. to 4 P.M.

Fair. Stiff to moderate breeze from SSE. Barometer falling. At 3.57 rounded to Forward Quarters, instructed boys as to their duties and secured. At 12.30 changed course to N. by W. per Standard log 23.0. At end of watch under all sail to royale except weather clew of mainsail and main topsail on course N. by W. Apprentices at the wheel. Distilling with banked fire under boiler B.

M. A. Goldman

From 4 to 8 P.M.

Fair and warm, with passing nimbus clouds from the Sd. Stiff to moderate breeze from SSE, veering to S by E. At 5.45 cleared up main topgallant sail and royal and took on single reef in the main topsail with the watch for exercise, after which struck out reef and set the light sails. At 6.00 took in port lower studding sail, spraker and gaff topsail and at 7 set spraker. On course N. by W. per Standard. At end of watch ship under all topmast staysails and all plain sail to royale, except weather clew of mainsail. Distilling with banked fire under boiler B. Apprentices at wheel.

W. H. Caperton

From 8 P.M. to Mid.

Breeze to stiff breeze from S by W. Fair and damp. Bright starlight. Smooth sea. Took in mizzen topsail at 10.00 and set main topsail at 11.00. By order of Commanding Officer, released P. Schaefer (App. 30.) at 10.00 for the night. At end of watch on course N. by W. per Standard, under all fore and aft sail except gaff topsail and all square sail except weather clew of mainsail and mizzen topsail. Distilling with fire banked under boiler B. Apprentices at the wheel.

Examined and found to be correct

George R. Beach

J. B. Millton, Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Funchal, Madeira to Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.	63	8													
1	6	4	89.5	N. by E.	S. by E.	5	4	0 30.29	82	81	78	82	b.c.	cum. clouds	5
2	6	2	98.7	"	S. by E.	5	4	0 30.29	81	81	77	81	"	"	6
3	6	3	2.0	"	"	5	4	0 30.28	81	81	77	81	"	"	6
4	6	0	8.0	"	"	5	4	0 30.28	81	81	77	81	"	"	5
5	6	0	14.0	"	"	4-5	4	1/8 30.28	81	81	77	81	"	"	5
6	5	4	19.4	"	"	4	4	1/8 30.28	81	81	77	81	b.c.	"	4
7	5	7	25.1	"	S. by E.	4	4	1/8 30.30	81	81	77	81	"	cir. cum. cum.	4
8	5	7	30.8	"	"	4	4	1/8 30.32	81	81	77	81	"	"	6
9	6	3	37.1	"	"	4-5	4	0 30.32	81	81	77	81	"	"	7
10	5	9	43.0	"	"	4-5	4	0 30.35	81	81	77	81	"	"	8
11	5	9	48.9	"	"	4-5	4	0 30.35	82	81	78	81	"	"	8
Noon.	6	0	54.9	"	"	4-5	4	0 30.32	82	82	78	81	"	"	8

135.6 Distance run by Patent Log

Course and distance made good since preceding noon by observations, N. by E. 1/4 N. 13.4 knots. tenths.

Position at Noon:	Latitude by D. R.	24° 49' N. "
	Longitude by D. R.	58° 30' W. "
	Latitude by observations of ☉	24° 56' N. "
	Longitude by chronometer from Forenoon Observations of ☉	58° 29' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	24° 46' N. "
	Longitude by Observation	58° 05' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	25° 14' N. "
	Longitude by Chronometer from Afternoon Observations	59° 02' W. "

Current during the time, 7 knots tenths per hour, setting to the N 1/4 E

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

891 "

Water remaining on hand fit for use at Noon,

1700 "

Coal consumed during the preceding 24 hours,

1 tons 310 lbs.

Coal remaining on hand at Noon,

122 " 1700 "

P. M.																
1	5	9	60.8	N. by E.	S. by E.	4-5	0	1/4	30.32	82	82	78	82	b.c.	cir. cum.	7
2	6	0	66.7	"	"	4-5	0	1/4	30.33	83	82	78	82	"	"	7
3	5	7	72.4	"	"	4-5	0	1/4	30.32	83	82	78	82	"	"	7
4	5	8	78.0	"	"	4-5	0	1/4	30.31	83	82	78	82	"	"	8
5	5	0	83.0	"	"	4	0	1/4	30.29	82	81	77	82	"	cum.	7
6	4	8	87.8	"	"	4	0	1/4	30.28	82	81	77	82	"	cum. mists.	5
7	4	6	92.4	"	"	4	0	1/4	30.28	81	81	77	81	b.c.	"	7
8	4	5	96.9	"	"	4	0	1/4	30.28	81	81	77	81	"	"	6
9	4	3	1.2	"	"	4	3	0	30.30	81	81	77	81	"	"	7
10	4	1	5.3	"	"	4	3	0	30.32	81	81	77	81	"	"	7
11	3	3	8.6	"	"	3-4	3	0	30.31	81	81	77	81	"	"	7
Mid.	4	4	13.0	"	"	4	3	0	30.31	81	81	77	81	"	"	8

58.4

under the command of

Commander Louis Kingsley
Saturday October 27

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Stiff breeze from S.W. and S.W. by S. Occasional flashes of sheet lightning. Under same sail as in preceding watch. Course S.W. by W. (p.c.) Distilling Appurtees at the wheel.

J. H. Purcell.

From 4 to 8 A.M.

Fair. Moderate breeze from between S.W. by S. and S.W. On course S.W. by W. Under same sail as preceding watch. Distilling with fire banked under boiler B. At end of watch a three masted schooner in sight about two points abaft weather beam, standing to the S.E. on starboard tack. Appurtees at wheel.

George R. Evans.

From 8 A.M. to Merid.

Fair. Stiff breeze from S.W. Barometer rising. Finished cleaning ship at 10.30. At 8.30 set gaff topsail and at 10.00 set mizzen topsail. At 11.15 took single reef in mainsail and set weather clew. At end of watch under all sail except single reef in the mainsail on course S.W. by W. Appurtees at wheel. Distilling with fire banked under boiler B. Temperature of magazine 83° 82° forward, 81° 80° aft.

N. A. Holman
Ensign U.S.N.

From Merid. to 4 P.M.

Fair to clear and warm. Moderate to stiff breeze from S.W. by S. Course S.W. by W. (p.c.) At 2.00 took in and furlled mizzen topsail. At end of watch on course under all sail except single reef in the mainsail and mizzen topsail. Distilling with fire banked under boiler B. Long swell from West and moderate sea from S.W. Appurtees at the wheel.

W. H. Chapin
Lieutenant U.S.N.

From 4 to 8 P.M.

Moderate breeze from S.W. by S. Fair and pleasant. Moderate swell from N.W. Lightning to E. N.W. and W. last two hours. At 5.35 called all hand and commenced reefing topsails. Took two single reefs in topsails, then made sail. At end of watch on course S.W. by W. per Standard, under all sail except a single reef in the mainsail and mizzen topsail. Appurtees at the wheel. Distilling with fire banked under boiler B.

George R. Evans
Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear. Breeze to moderate breeze from S.W. by S. Occasional flashes of sheet lightning. Course S.W. by W. p.c. Under same sail as in preceding watch. Appurtees at the wheel. Distilling. By order of Commanding Officer released from confinement from 10 P.M. to 7 A.M. to monitor O. Schaffer, App 3rd, because of excessive heat.

J. H. Purcell Lieutenant U.S.N.

J. B. Moilton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 1/4.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.	57	4																	
1	3	8	16.8	N. E. by E.	S. E. by S.	3.4	3	1/4	30.34	81	81	77	81	b.c.	cum. mist	5	2		
2	2	9	19.7	"	"	3	3	1/4	30.33	81	80	77	81	"	"	1	"		
3	2	0	21.5	"	"	2.3	2	1/2	30.33	81	80	77	81	"	"	4	"		
4	1	5	20.1	"	N. by E.	2	2	0	30.32	80	80	77	81	"	"	1	"		
5	0	5	"	N. by S.	S. by E.	1.3	0	0	30.26	80	80	77	81	"	"	1	"		
6	0	5	20.1	N. by S.	"	1.2	0	0	30.27	80	80	77	81	"	"	2	"		
7	0	5	"	S. E.	"	0.2	0	0	30.27	80	80	77	81	b.c.	"	2	"		
8	0	0	"	No steering	S. E.	1.2	0	0	30.28	80	80	77	81	"	"	1	"		
9	0	7	"	N. E. by W.	S. E.	0.1	0	0	30.30	80	79	77	81	"	numb.	1	"		
10	1	5	22.4	"	S. E. by S.	1.2	0	0	30.30	80	79	77	81	b.c.	"	2	"		
11	3	4	25.3	"	"	2.3	0	1/4	30.30	81	80	77	81	"	circum.	5	"		
Noon.	4	2	29.5	"	"	3	0	1/4	30.29	82	81	78	82	"	"	5	"		

19. 9 Distance run by Log

Course and distance made good since preceding noon by observations, N. E. by E. 76 knots. tenths.

Position at Noon:	Latitude by D. R.	25° 35' 4" "
	Longitude by D. R.	59° 39' 4" "
	Latitude by observations of ☉	25° 35' 4" "
	Longitude by chronometer from Forenoon Observations of ☉	59° 40' 4" "
Position at 3 A. M.	Latitude by D. R. from Noon	25° 30' 4" "
	Longitude by observation	59° 31' 4" "
Position at 8 P. M.	Latitude by D. R. from Noon	25° 47' 4" "
	Longitude by chronometer from Afternoon observation	60° 01' 4" "

Current during the time, 1 knots tenths per hour, setting to the West.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head N. E. by E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., " 2° 36' 4" Can used 7° 00' 4".

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 867 "

Water remaining on hand fit for use at Noon, 2167 "

Coal consumed during the preceding 24 hours, 1 tons 905 lbs.

Coal remaining on hand at Noon, 121 " 895 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther at 1/4.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Breeze, in knots.	State of the Sea.
1	3	4	32.9	N. E. by E.	S. E. by S.	3	0	1/4	30.28	81	82	78	82	b.c.	circum.	5	2
2	3	5	36.4	"	"	3	0	1/4	30.27	82	82	78	82	"	circum.	4	"
3	3	0	38.1	"	"	3	0	1/4	30.27	82	82	78	82	"	"	3	"
4	3	2	40.1	"	"	3	0	1/4	30.26	83	82	78	82	"	"	4	"
5	2	9	"	"	"	3.4	0	1/4	30.28	82	82	78	82	"	"	5	"
6	2	8	"	"	"	3.4	0	1/4	30.29	82	82	78	82	"	"	4	"
7	2	0	"	"	"	2.3	0	1/4	30.30	81	81	78	82	"	"	5	"
8	1	4	"	"	S. E.	2.3	0	1/4	30.31	81	81	78	82	"	"	6	"
9	1	0	"	"	"	1.2	0	1	30.30	81	81	77	81	b.c.	"	6	"
10	1	0	"	"	"	1.2	0	1	30.30	81	80	77	81	"	"	7	"
11	1	0	"	"	"	1.2	0	1	30.30	81	80	77	81	"	"	7	"
Mid.	1	5	"	"	South.	2	0	1/2	30.31	81	80	77	81	b.c.	"	7	"

26. 7

4-285

under the command of

Commander Louis Kingsley
Sunday October 28

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Light to gentle breeze from S.W. by S. shifting at about 3.50 to S. by W. and bringing everything aboard, brand around on starboard tack, making about N. by E. by the wind. Lightning to the Westward all things watch. Apprentices at wheel. Distilling.

From 4 to 8 A.M.

George R. Cooris.

Ensign U. S. N.

Cloudy and unsettled weather. Calm to gentle breeze from S. by E. to E. S. E. Barometer variable. Box in staysails, light sails, spraker, flying jib, mainmast and gaff topsail on account of unsettled weather. At end of watch under topsails, foremast jib and foremast staysail heading from S.W. to E. without stowaway. Apprentices at wheel. Distilling. By order of Commanding Officer, P. Schaefer App. 3 cl., was re. confined at 7 A.M.

N. J. Colman
Ensign U. S. N.

Cloudy to fair and warm. Light air from S.E., veering to S.W. by S. and increasing to gentle breeze. Brought ship on her course S.W. by W. (pc) at 8.20. At 9.10 set topgallant sails, square and flying jib and at 9.50 set main and mizzen topsails, staysails, mainmast and spraker. By order of the Captain released Frank Schwab (App. 3 cl.) from confinement his term having expired. At 9.30 held Louis Ferris the Captain reading the service. At end of watch ship on course under all sail, except single reef in the mainmast. Apprentices at the wheel. Distilling with fire banked under boiler B. Temperature of magazine 83° 82° found, 81° 80° aft.

W. H. Kaperton
Lieutenant U. S. N.

From Meind. to 4 P.M.

Gentle breeze from S.W. by S. Cloudy and warm. On course S.W. by W. per Standard, under all fore and aft sail, except main topsail and gaff topsail and all square sail except a single reef in the mainmast and mizzen topsail. Distilling with fire banked under boiler B. Apprentices at the wheel.

George R. Cooris

From 4 to 8 P.M.

Lieutenant U. S. N.

Clear. Light to moderate breeze from S.W. by S. and S. W. Under same sail as in preceding watch. Course S.W. by W. (pc) Distilling. Apprentices at the wheel.

J. H. Purcell

From 8 P.M. to Mid.

Lieutenant U. S. N.

Fair. Light air from S. W. first three hours. about 11.00 a high breeze springing up from about South. Gentle swell from the Southward. On course S.W. by W., under same sail as preceding watch. Distilling. Apprentices at wheel. Barometer steady.

George R. Cooris.

Ensign U. S. N.

Examined and found to be correct.

J. B. Mclinton

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air by Bulb.	Air Wet Bulb.	Water at Surface.			
A. M.	26	7													
1	2	5	Franklin	N. by E.	South	2	0	30.31	81	80	77	81	b.c.	cum. nimb.	7
2	3	0	39.1	"	"	2-3	0	30.30	80	80	77	81	"	"	7
3	3	0	42.0	"	"	2-3	0	30.29	80	80	77	81	b.c.	cum.	8
4	3	2	45.0	"	"	3	0	30.29	80	80	76	81	"	"	8
5	3	0	47.9	"	S. by E.	3	0	30.28	80	80	76	81	b.c.	"	8
6	2	0	49.8	"	"	2-3	0	30.28	80	80	76	81	"	"	6
7	2	5	Franklin	"	"	2-3	0	30.29	80	80	76	81	"	cir. cum.	7
8	2	0	51.5	"	"	2-3	0	30.31	80	80	76	81	"	"	7
9	1	7	Franklin	"	S. by E.	1-2	0	30.33	81	80	77	81	"	"	7
10	1	7	"	"	"	1-2	0	30.34	81	80	77	81	"	"	7
11	2	0	"	"	S. by E.	2-3	0	30.35	81	80	77	81	"	"	8
Noon.	3	5	51.7	"	South	3	0	30.35	82	80	77	82	"	"	8

56.8 Distance run by Log.

Course and distance made good since preceding noon by observations, N. by E. 5/8 E.

58 knots tenths.

Position at Noon:	Latitude by D. R.	26° 05' N. "
	Longitude by D. R.	60° 34' W. "
	Latitude by observations of ☉	26° 12' N. "
	Longitude by chronometer from Forenoon Observations of ☉	60° 30' W. "
Position at 3 A. M.	Latitude by D. R. from Noon	26° 07' N. "
	Longitude by observations	60° 22' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	26° 19' N. "
	Longitude by Chronometer from Afternoon Observations	60° 44' W. "

Current during the time, 8 knots tenths per hour, setting to the N. N. E. 1/2 E.

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

913 "

Water remaining on hand fit for use at Noon,

2680 "

Coal consumed during the preceding 24 hours,

1 tons 140 lbs.

Coal remaining on hand at Noon,

120 " 65 "

P. M.															
1	2	5	55.2	N. by E.	S. by E.	3-4	0	30.34	82	81	77	81	b.c.	cir. cum.	8
2	4	3	59.5	N. by E. 1/2 E.	"	4	0	30.31	83	82	77	81	"	"	8
3	4	3	63.8	"	"	4	0	30.29	83	82	77	81	"	"	6
4	3	0	66.4	"	"	3-4	0	30.29	82	81	77	81	"	"	4
5	1	6	67.9	"	"	1-2	0	30.29	81	81	77	81	"	"	4
6	0	8	Franklin	"	"	0-1	0	30.29	81	80	76	81	"	"	4
7	0	4	"	"	"	0-1	0	30.29	81	80	76	81	"	"	6
8	0	4	"	N. N. E. 1/2 E.	S. E.	0-1	0	30.32	81	80	76	81	"	"	7
9	0	5	"	N. N. 1/2 E.	"	0-1	0	30.34	81	80	76	81	"	cum. nimb.	7
10	0	3	"	N. E. by N.	"	0-1	0	30.35	81	80	76	81	"	"	7
11	0	4	"	N. N. E.	"	0-1	0	30.37	81	80	76	81	"	cum.	8
Mid.	0	4	"	N. E. by N.	"	0-1	0	30.37	81	80	76	81	"	"	8

19 9

4-26

Commander Louis Kingsley
Monday, October 29

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally clear and pleasant. Light air to gentle breeze from South. Barometer falling. Disturb lightning to 4 A.M. At end of watch under plain sail to royals and all topmast staysails on corner S.W. by N. Apprentices at wheel. Distilling.

From 4 to 8 A.M.

Generally clear and pleasant. Light to gentle breeze from S.W. by N. Flaps on corner S.W. by N. (p.c.) under all sail except a single reef in mainsail, mizzen topmast and gaff topmast. Distilling with fire banked under boiler B. Apprentices at the wheel.

N. D. Holman
Ensign U. S. N.

From 8 A.M. to Merid.

Light air to gentle breeze from S.W. by S. to South. Fair and warm. Mustered crew at quarters at 9.30. At 10.10 called all hands and shifted fore and main topsails. At 10.40 set the fore studding sail and at 11.30 the mizzen topsail. Hauled down the main topmast staysail at 9.00 for repairs. At end of watch on corner S.W. by N., per Standard, under fore studding sail, all fore and aft sail except main topmast staysail, mizzen topsail and gaff topsail, and all square sail except a single reef in the mainsail. The following punishments were awarded: J. L. Davis App. 3d striking another by in quarters, 4 hours extra duty; L. A. Hunt, App. 3d, willful disobedience of orders, 4 hours extra duty; J. L. Davis App. 3d, same; J. L. Davis App. 3d, same; each on 4 hours extra duty; J. Morgan App. 3d, sitting on deck during watch, 2 hours extra duty; W. H. Shaw, App. 3d, smoking, repeated offenses, 4 hours extra duty; P. L. Keller, App. 3d, turning in while on cat head, 4 hours extra duty; J. A. Kennedy App. 3d, refusing to obey the order of his gun captain, 2 hours extra duty; same, cleaning tobacco, 4 hours extra duty. Distilling with fire banked under boiler B. Apprentices at the wheel. Put on patent log at noon reading 51.7. Temperature of mercury 80°-82° forward, 81°-80° aft.

W. R. Caperton
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Gentle to moderate breeze from S.W. At 12.45 took in lower studding sail and mizzen topsail and set gaff topsail. At 2.15 hauled up weather clew of mainsail on account of break down blow smoke stack. At 12.30 changed corner to S.W. by N. 1/2 N. p.c. Had bag inspection of apprentices and made up clothing and small store requisitions. Distilling. Under all plain sail to royals except weather clew of single reefed mainsail, together with staysails (main topmast set at 2.30). Apprentices at the wheel. At 4.00 hauled in patent log, registering 63.8 k.

Geo. R. Clark
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair. Very light air from S.W. to S.W. by N. last hour. Barely advantageous at end of watch. Under same sail as preceding watch, until 5.35 when clew reefed topsails and furl light sails; then made sail to topsails and lowered light sails. At 6.40 took in spanker and gaff topsail. Corner S.W. by N. 1/2 N. Apprentices at wheel. Distilling.

J. R. Purcell
Lieutenant U. S. N.

From 8 P.M. to Mid.

Fair. Calm to light air from S.W. Barometer rising. At 10.00 closed stopper distilling and allowed fire to die out under boiler B. At 8.30 took in main and mizzen topmast staysails, and the clew of mainsail. At end of watch under topsails, foretopmast staysail and jib, heading S.W. by N. Apprentices at wheel.
Examined and found to be correct.

George R. Evans
Ensign U. S. N.

J. B. Abbotton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4.	Air by Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.																			
1	0	5	5	Souled	N. N. 1/2 N.	South	0-1	0	0	30.33	80	79	75	81	b.c.	cum.	4	8	
2	0	4	"	"	"	"	0-1	0	0	30.30	80	79	75	81	b.c.	"	4	"	
3	0	4	"	"	N. N. 1/2 E.	"	0-1	0	0	30.29	80	79	75	81	"	"	4	"	
4	0	0	"	"	No draughtway	Calm	0	0	0	30.27	80	79	75	81	"	"	8	"	
5	0	0	"	"	"	"	0	0	0	30.29	80	79	75	81	b.c.m.	"	8	"	
6	0	0	"	"	"	"	0	0	0	30.29	80	79	75	81	"	"	9	"	
7	0	0	"	"	"	"	0	0	0	30.29	80	79	75	81	b.c.	cir. cum.	9	"	
8	1	0	"	"	N. N. by N.	N. E. S. E.	1	0	1/2	30.30	80	79	75	81	b.	none.	10	"	
9	1	2	"	"	N. N. N. 1/2 E.	"	1-2	0	1/2	30.33	80	79	75	81	b.c.	cir. cum.	9	"	
10	1	4	"	"	E by N.	West	2-3	0	1/2	30.34	80	79	75	81	"	"	9	"	
11	1	0	"	"	"	"	2	0	1/2	30.33	80	80	76	81	"	"	9	"	
Noon.	1	4	"	"	N. N. E.	N. by E.	2	0	1/2	30.31	86	80	76	81	"	"	9	"	

27 2 Distance run by Log.

Course and distance made good since preceding noon by observations, N. 1/2 N. 30 knots.

Position at Noon:	Latitude by D. R.	26° 27' N.
	Longitude by D. R.	60° 52' W.
	Latitude by observations of ☉	26° 32' N.
	Longitude by chronometer from Forenoon Observations of ☉	60° 50' W.
Position at 8 A. M.	Latitude by D. R. from Noon	26° 27' N.
	Longitude by Observations	60° 49' W.
Position at 8 P. M.	Latitude by D. R. from Noon	26° 44' N.
	Longitude by Chronometer from Afternoon Observations	60° 48' W.

Current during the time, 5 knots tenths per hour, setting to the N. by E. 3/4 E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head N. 1/2 E. 6° 55' W.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M. " N. 1/2 E. 0° 16' " Dev. used 6° 57' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 320 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, 1700 lbs.

Coal remaining on hand at Noon, 119 " 1195 "

P. M.																			
1	0	8	5	5	N. N. E.	N. by E.	0-1	0	1	30.28	81	81	77	82	b.c.	cir. cum.	9	8	
2	1	0	"	"	N. by E.	West	1	0	1	30.26	81	81	77	82	"	"	9	"	
3	1	2	"	"	"	"	1	0	1	30.27	81	81	77	82	"	"	9	"	
4	1	4	"	"	"	"	1	0	1	30.27	81	81	77	82	"	"	8	"	
5	1	7	"	"	North	"	1	0	2	30.27	81	81	76	81	"	cum.	7	"	
6	2	2	"	"	N. 1/2 E.	N. by N.	2	0	2	30.27	80	80	76	81	"	"	5	"	
7	2	0	"	"	N. by E.	"	2	0	2	30.26	80	80	76	80	"	"	6	"	
8	2	0	"	"	N. 1/2 E.	West	2	0	2	30.25	80	80	76	80	"	"	8	"	
9	2	0	"	"	North	N. by E.	2	0	1	30.29	80	80	76	80	b.c.	cir. cum.	7	"	
10	2	6	"	"	"	"	2-3	0	1	30.30	80	80	76	80	"	"	5	"	
11	3	2	"	"	N. 1/2 E.	"	3	0	1	30.30	80	80	76	80	"	"	4	"	
Mid.	2	0	"	"	N. E.	N. by N.	2-1	0	1	30.30	79	80	76	80	"	"	5	"	

Commander Louis Kingsley
Tuesday, October 30

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair to clear, with haze around the horizon. Lightning first seen to the N.W. and E.S. Calms and light airs from South. Course N.W. by W. $\frac{1}{2}$ S. 4 p.m. Ship heading N.W. $\frac{1}{2}$ S. and N.W. $\frac{1}{2}$ S. (p.m.) during watch with barely steeved away. At end of watch ship with no steerageway under topsails, foreail jib and fore topmast staysail. Healed in eight last hour standing to the N.W. and E.S. Apprentices at the wheel.

W. B. Caperton.
Lieutenant U.S.N.

From 4 to 8 A.M.

Calms until last hour, then light airs from N.W. Generally clear and pleasant. Took in foreail and fore topmast staysail at 4.30. At 7.30 made sail to riggle. At end of watch by the wind, on port tack, heading N.W. by N. under main and mizzen topmast staysails and plain sail to riggle except a single reef in mainail. Apprentices at the wheel.

G. R. Olson.
Lieutenant U.S.N.

From 8 A.M. to Noon.

Clear. Light airs to gentle breeze from N.W. to West. At 9.30 mustered at quarters, after which the Apprentices were exercised at single sticks, small arms and pistols and instructed at gun stations and gunnery. Engaged in painting inside of railing and setting up standing rigging. Course N.W. by N. $\frac{1}{2}$ S. p.m. Under same sail as in preceding watch. Apprentices at the wheel. Exercised extra drill squad at small arms, one hour. The Acting appointment of James Emegaw Oles was renewed from the 29th inst. for six months. Tested magazine flood cocks and drained and found them in working order. Temperature of magazine 84° 82° forward, 84° 83° aft.

J. Pyrell.
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear and warm weather. Light airs from the Westward. Barometer falling slightly. Course N.W. by N. $\frac{1}{2}$ S. Under same sail as preceding watch, full and by, on port tack. 3rd pistol, drill, malculpike seamanship, 4th period, gunnery, 5th period gymnastics. Apprentices at wheel.

George R. Evans.

From 4 to 8 P.M.

Clear. Light airs to light breeze from West to N. by N. At end of watch under same sail as preceding watch, heading N.W. Course N.W. by N. $\frac{1}{2}$ S. Apprentices at wheel.

E. Eucign U.S.N.

From 8 P.M. to Midnight.

Fair and pleasant. Lightning to N.W. and E.S. and to the N.W. and E.S. Light to gentle breeze from N.W. by N. evening to N.W. by N. by end of watch. At 11.10 took in and furlled riggle and flying jib. At 11.15 hauled up mainail and hauled down main and mizzen topmast staysails. At 11.25 wind came on ahead and headed ship off to E. by N. At 11.45 took in sprinker and topgallant sails. At end of watch ship by the wind on port tack, under jib for topmast staysail, topsails, foreail and single reefed mainail. Course N.W. by N. $\frac{1}{2}$ S. (p.m.) Apprentices at the wheel.

N. D. Lockman.
Ensign U.S.N.

Examined and found to be correct.

W. B. Caperton.
Lieutenant U.S.N.

J. B. McEllen,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Funchal, Madeira, to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Looming.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Proportion of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	0	5	0	Brucklin	N. E.	N. by N.	1-3	0	0	30.29	79	80	76	80	b. c. h. w.	cum. nimb.	7	8
1	1	8	0		S. S. W.		2-4	2	1/2	30.26	79	80	76	80	b. c. h. w. g.	"	6	"
2	1	4	0		S. S. W. 1/4 W.		3-4	2	1/2	30.24	79	80	76	80	b. c. g. w.	"	4	"
3	2	0	0		S. S. W. 1/4 W.	N. W. by W.	3-4	2	1/2	30.23	79	80	76	80	b. c. h. w. g.	"	6	"
4	3	0	67.9		S. S. W. 1/2 W.	N. W.	3-5	3	3/4	30.23	79	80	76	80	b. c. p. g. b.	"	5	"
5	3	0	70.9		N. 1/2 S.	N. by E.	3-4	4	3/4	30.24	79	80	76	80	b. c. b.	cum.	5	"
6	3	0	70.9		N. by N.	N. W.	4	4	3/4	30.24	79	80	76	80	b. c.	cum. nimb.	4	"
7	4	1	75.0		N. by N.	N. W.	4	4	3/4	30.24	79	80	76	80	"	cum.	5	"
8	5	0	80.0		N. 1/4 N.	"	4	4	1	30.26	79	78	74	80	b. c. p.	cum. nimb.	4	"
9	3	6	83.6		N. 1/2 N.	"	3-4	4	1/2	30.26	79	78	74	80	b. c.	cum.	7	"
10.	2	8	86.4		N. W. by N. 1/4 W.	N. by E.	3	3	1	30.26	80	78	74	80	"	"	6	"
11	2	0	88.0		N. W.	"	2-3	2	1	30.26	80	78	74	80	"	"	6	"
Noon.	1	5	Rated in		N. by N.	North	2	2	1	30.26	86	79	75	80	"	cum. nimb.	3	"

54.8 Distance run by Log.

Course and distance made good since preceding noon by observations, *N. W. by N. 1/2 N.*

Position at Noon:	Latitude by D. R.	26° 40' N. "
	Longitude by D. R.	61° 10' W. "
	Latitude by observations of ☉	26° 39' N. "
	Longitude by chronometer from Forenoon Observations of ☉	61° 07' W. "
Position at 3 A. M.	Latitude by <i>D. R. from Noon</i>	26° 40' N. "
	Longitude by <i>Observation</i>	61° 50' W. "
Position at 3 P. M.	Latitude by <i>D. R. from Noon</i>	26° 33' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i>	61° 31' W. "

Current during the time, 3 knots tenths per hour, setting to the *E. S. E. 1/4 E.*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *West*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, " "

Water expended during the preceding 24 hours, 400 gallons

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2200 "

Coal consumed during the preceding 24 hours, tons 510 lbs.

Coal remaining on hand at Noon, 119 " 685 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Direction by Standard Compass.	Force.	Heel.	Looming.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Surf. at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
1	3	0	88.0	<i>N. W. 1/2 N.</i>	<i>N. by E.</i>		3	3	1	30.26	80	79	74	80	<i>b. c.</i>	<i>cum. nimb.</i>	6	8
2	2	5	90.1	<i>N. by N.</i>	<i>North</i>		2-3	2	1	30.26	80	79	74	80			6	
3	2	5	92.3	<i>N. 1/2 E.</i>	<i>N. by N.</i>		2-3	2	1	30.25	80	79	73	80		<i>cum.</i>	5	
4	2	5	94.1				2-3	2	1	30.24	80	78	72	80			6	
5	2	0	<i>Rated in</i>				2	2	1	30.25	80	78	72	80		<i>cum. nimb.</i>	6	
6	1	8					2	2	1	30.25	79	78	72	80			8	
7	2	0		<i>N. 1/4 E.</i>			2	2	1	30.27	79	77	71	80		<i>stab.</i>	8	
8	2	2		<i>N. 1/2 E.</i>			2-3	2	1	30.28	79	77	71	80			9	
9	2	3					2-3	2	1	30.26	79	77	71	80		<i>cum. nimb.</i>	8	
10	3	0		<i>N. 1/4 E.</i>			3	2	1	30.26	79	77	71	80			8	
11	3	8					4	3	1	30.26	79	77	71	80			8	
Mid.	3	6	94.1				4	3	1	30.25	78	77	71	80			8	

under the command of

Commander Louis Kingsley
Wednesday, October 31

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light airs to moderate breeze blowing in puffs and veering from N. by E. to N. by N. Partly cloudy and pleasant. Smooth sea. Lightning during part of watch gradually to the S. Between 12.15 and 12.40 iron chip, bringing her by the wind on starboard tack. Let sparker at 12.35. At end of watch under jib for topmast staysail, foresail, fore and main topsails and sparker. Apprentices at the wheel.

George R. Beach
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Lightning first two hours. Squally and passing showers first hour. Gentle to stiff breeze from N. by N. to North. At 6.15 shot single reef out of mainsail and main and muzzed topmast staysails and made all plain sail to royals. Under this sail at end of watch. Course N. by N. by E. (p) Apprentices at the wheel.

H. J. Purcell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair. Light to moderate breeze from between North and N. by E. Steady barometer. Shortened sail to a passing squall at about 9.00. At 9.30 mustered at quarter, after which instructed divisions in seamanship. At about 10.30 sighted a steamer broad off weather quarter standing to the Chetumal. Hoisted colors with code pennant and Q. J. D. Answered by steamer, which thereupon changed course and bore down upon us. Made International B. Q. D. Answered by steamer. At about 11.25 steamer stopped astern of us, bore to and sent whale boat with officer and mail. The steamer proved to be the English steamer "Cleveland", bound from the Canaries to Valparaiso, Texas. At about 12.00 filled away. Apprentices at the wheel. Temperature of magazine $84^{\circ} 22'$ forward, $83^{\circ} 22'$ aft.

George R. Beach.

From Noon to 4 P.M.

Fair. Light to gentle breeze from N. by E. to N. by N. Barometer falling slightly. Allowed the boys their bags for being able mending. Towed out clothing and small stores to the apprentices. At 12.30 changed course to N. by N. by E. At end of watch under plain sail to royals and all topmast staysails, heading N. by E. Course N. by N. by E. Apprentices at wheel. At 10 close put on patrol log reading 95.0.

Ensign U. S. N.

N. A. Ostrom
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light breeze from N. by N. Overcast at 7.35. At 5.45 took in and fueled topgallant sails and royals, and took single reef in topsails; shot out reefs and made sail to royals. Course N. by N. by E. (p). At end of watch ship by the wind on starboard tack under all topmast staysails and all plain sail to royals. Apprentices at the wheel.

W. A. Caperton
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Light to moderate breeze from N. by N. Fair and pleasant. Smooth sea. Bright starlight. By the wind on starboard tack under all staysails and plain sail to royals. Put on patrol log at 12.00 reading 94.1. Apprentices at the wheel.

George R. Beach
Lieutenant U. S. N.

Approved
Louis Kingsley
Commander U. S. N.
Comdg.

Examined and found to be correct.

J. B. Moilton,
Lieutenant U. S. N. Navigator.

Data missing
Technical Error

under the command of

Commander Louis Kingaley
Thursday, November 1

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Passing shown third hour. Gentle to moderate breeze from N. by N. to N.E. by N. Course N.W. (p.e.) Under same sail as in preceding watch. Apprentices at the wheel.

J. H. Purcell.

From 4 to 8 A.M.

Fair. Gentle to moderate breeze from N.W. to N.E. Barometer rising slowly. Very moderate sea. Course N.W. by the wind on the starboard tack, under plain sail to uple, and all staysails. Took in royals and flying jib to a passing squall at about 4.30, then set them again. Apprentices at wheel. Nothing in sight.

George R. Adams.

From 8 A.M. to Merid.

Fair. Moderate to stiff breeze from N.E. to N. varying at times in force and direction. Barometer rising. At 9.30 took in royals and hoisted down flying jib. At 9.30 mustered at quarters and inspected apprentices after which the apprentices were instructed by divisional officers as follows: 1st Division, magazine; 2nd Division, magazine; 3rd Division, gunnery. Under Division's gunnery and broadside. At end of watch under plain sail to topgallant sails and all topmast staysails, on course N.W. Apprentices at wheel. Temperature of magazines 55° 54° forward, 53° 52° aft.

Ensign W. F. N.

From Merid. to 4 P.M.

Fair and pleasant, with rain squalls around horizon. Moderate to stiff breeze from N.E. Course N.W. (p.e.) 3rd period instructed watch on deck at signals; 4th and 5th periods overhauled boat boards and instructed apprentices in the use of the implements in the boat. Moderate swell and sea from N.W. At end of watch ship on her course under same sail as at end of preceding watch except topgallant sails. Apprentices at the wheel. By order of the Captain the Acting Appointment of Charles Wheeler, Water 2nd class, was renewed for his months from this date. Took in topgallant sails at 3.50 to a rain squall.

N. A. Goldman

Ensign W. F. N.

From 4 to 8 P.M.

Moderate to stiff breeze from N.E. by N. Fair and pleasant. Set topgallant sails at 4.10. At end of watch by the wind on starboard tack, under all staysails and plain sail to topgallant sails. Apprentices at the wheel.

W. H. Caperton

Lieutenant W. F. N.

From 8 P.M. to Mid.

Clear. Stiff breeze from N.E. by N. and N.E. Under same sail as in preceding watch. Course N.W. (p.e.) By order of the Captain. Apprentices at the wheel.

George R. Adams

Lieutenant W. F. N.

J. H. Purcell.

Lieutenant W. F. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant W. F. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*, Third Rate,
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air, Dry.	Air, Wet.	Atmos. Hum.	Water at Surface.				
A. M.	58	8																	
1	4	9	9.5	N. W.	N. E.		4.5	4	1/2	30.30	78	77	73	80		b. c.	cum. mist.	6	M.
2	4	5	14.0	"	"		4.5	4	1/2	30.29	78	77	73	80		"	"	6	"
3	4	9	18.9	"	"		4.5	4	1/2	30.27	77	77	73	79		"	"	7	"
4	4	5	23.4	"	"		4.5	4	1/2	30.26	77	76	73	78		b. c. p.	"	5	"
5	5	0	28.4	N. W. 1/2 N.	N. E. by N.		4.5	4	3/4	30.26	77	76	73	78		"	"	4	"
6	4	8	33.2	"	"		4.5	4	3/4	30.27	77	76	73	78		"	"	4	"
7	5	7	38.9	N. W. by N. 1/2 N.	N. N. E.		4.5	4	3/4	30.28	77	76	73	78		b. c.	cir. cum.	6	"
8	6	1	44.8	N. W. 3/4 N.	"		4.5	4	3/4	30.32	77	76	73	78		"	"	6	"
9	6	3	51.1	N. W.	N. E.		5	4	1	30.35	77	76	72	78		"	"	6	"
10	5	5	56.6	"	"		4.5	4	1	30.35	78	77	72	78		"	"	6	"
11	5	8	60.2	"	"		5	4	1	30.35	78	77	72	78		"	"	6	"
Noon.	6	0	66.9	"	"		5	4	1	30.35	78	78	73	78		"	"	6	"

122.8 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N. W. by N. 1/4 N. 122 knots. tenths.

Position at Noon:	Latitude by D. R.	27° 26' N. "
	Longitude by D. R.	64° 46' W. "
	Latitude by observations of ☉	27° 27' N. "
	Longitude by chronometer from Forenoon Observations of ☉	64° 45' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	27° 16' N. "
	Longitude by observations of ☉	64° 21' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	27° 54' N. "
	Longitude by Chronometer from Afternoon observations	65° 28' W. "

Current during the time, 1 knots tenths per hour, setting to the N. E. by N.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. W. 3/4 N. 3° 47' N.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " 2° 07' N. " Dev. used 5° 00' N.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1400 "

Coal consumed during the preceding 24 hours, tons — lbs.

Coal remaining on hand at Noon, 119 " 90 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at/d.	Air, Dry.	Air, Wet.	Atmos. Hum.	Water at Surface.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fols.	State of the Sea.
1	5	4	71.3	N. W.	N. E.	5	4	1	30.33	79	79	73	78		b. c.	cum.	7	M.
2	5	4	76.7	N. W. 1/2 N.	"	5	4	3/4	30.32	78	78	72	78		"	"	7	"
3	5	5	82.2	"	"	5	4	3/4	30.32	78	78	72	78		"	"	6	"
4	5	8	88.0	"	"	5	5	3/4	30.31	78	78	72	78		"	cum. mist.	5	"
5	6	6	94.6	"	N. E. by E.	5.6	5	3/4	30.31	78	77	73	78		"	"	6	6.
6	5	9	100.5	N. W. 1/4 N.	"	5.6	5	3/4	30.32	78	77	73	78		"	cum.	6	"
7	6	3	6.8	"	"	5.6	5	1/2	30.33	78	76	72	78		"	"	7	"
8	6	2	13.0	N. W. 1/2 N.	"	5.6	5	1/2	30.33	78	76	72	78		"	"	8	"
9	6	0	19.0	"	"	5.6	5	1/2	30.35	78	77	73	78		"	"	8	"
10	6	1	26.1	"	"	5.6	5	1/2	30.36	78	77	73	78		"	"	8	"
11	5	8	30.9	"	E. N. E.	5.6	5	1/2	30.36	78	77	73	78		"	"	8	"
Mid.	5	4	36.3	"	E. by N.	5.6	5	1/2	30.36	78	77	73	78		"	"	8	"

70.4

4-260

under the command of

Commander Louis Kingsley
Friday, November 2

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair. Gentle to stiff breeze from N.E. Between 3.30 and 4.00 passing showers. Barometer falling. Moderate sea. On course N.E. Under plain sail to topgallant sails and all staysails. Apprentices at wheel.

George R. Evans.

From 4 to 8 A.M.

Partly cloudy, with light passing squalls during first hour, clearing towards latter part of watch. Moderate to stiff breeze from N.E. by N. to S. N.E. Barometer rising slightly. At 6 o'clock set royals and flying jib. At end of watch under plain sail to royals, with all topmast staysails, heading N.W. by W. Course N.W. Apprentices at wheel.

A. N. Goldman
Ensign U. S. N.

From 8 A.M. to Merid.

Fair and pleasant. Stiff breeze from N.E. Lower ends passing over rapidly, from N.E., upper ends from S.W. Course N.W. (p.c.) At 9.30 mustered at quarters, after which went to General Quarters and the Division was ready in the following times: After Powder Division, 1 min; 55 sec; Forward Powder Division, 2 min; 5 sec; Navigators Division, 2 min; 5 sec; 3rd Division, 2 min; 10 sec; 1st Division, 2 min; 25 sec; and 2nd Division 2 min; 50 sec; all ready in 2 minutes 50 seconds. Sounded at 9.38. At 9.44 sounded to General Quarters again and the following were the times: After Powder Division in 35 seconds; 3rd Division in 50 seconds; Forward Powder Division in 1 min. 10 sec; 2nd Division 1 min; 30 sec; 1st Division, 1 min; 35 sec; and Navigators Division in 1 min; 40 seconds. All ready in 1 minute 40 seconds. At 9.46 secured. 2nd period all hands escaped again. By order of Captain's pleads P. J. Brown (App. 3c.) in solitary confinement on bread and water for three days for neglect of duty and "disrespectful to his superior officer." Moderate sea from N.E. Apprentices at the wheel. At 9.50 took in royals. At end of watch on course, under all topmast staysails and all plain sail to topgallant sails, with flying jib. Temperature of magazine 84° 84° forward, 83° 82° aft.

W. K. Robertson,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Stiff breeze from N.E., steady in force and direction. Fair and pleasant. By order of Commanding Officer changed course at 12.30 to N.W. by N. per Standard Ahead of watch under flying jib, all staysails, and plain sail to topgallant sails, on the starboard tack, just making head of course. Apprentices overhauling clothing. Apprentices at the wheel.

Geo. R. Beach
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Stiff to fresh breeze from N.E. by E. At 5.40 took single reef in topsails and set topgallant sails on. Puled flying jib. Course N.W. by E. p.c. At 7.40 secured at fore quarter. At end of watch under all staysails course, single reefed topsails, topgallant sails, jib and spanker. Apprentices at the wheel. Short chop sea.

J. H. Purcell,
Lieutenant U. S. N.

From 8 P.M. to Mid.

Bright starlight. Fresh, moderating to stiff breeze from N.E. by E., veering to E. by N. at end of watch. Barometer rising slightly during watch. On course N.W. by N., under same sail as at end of preceding watch. Apprentices at wheel.

George R. Evans.

Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Funchal, Madeira, to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	70	4																	
1	5	3	41.6	N. by E. 1/2 N.	E. by N.		5	5	1/4	30.35	77	76	72	78	b.c.	cum.	8	M.	
2	5	7	47.3	"	"		5	4	1/4	30.34	77	76	72	78	"	"	8	"	
3	5	3	52.6	"	E. by S.		4.5	4	0	30.32	77	76	72	78	"	"	7	"	
4	4	8	57.4	"	"		4.5	3	0	30.31	77	76	72	78	"	"	7	"	
5	4	5	61.9	"	"		4	3	1/4	30.30	77	76	72	78	"	"	7	"	
6	5	0	66.9	"	"		4	3	1/4	30.30	77	76	72	78	"	"	6	"	
7	4	7	71.6	"	"		4	3	1/4	30.31	77	76	72	78	"	"	7	"	
8	5	0	76.6	"	"		4	3	1/4	30.32	77	76	72	78	"	"	7	"	
9	4	8	81.4	"	"		4	3	0	30.32	77	76	72	78	"	"	7	6.	
10	4	7	85.1	"	E. by S.		4	3	0	30.33	78	76	72	78	"	"	7	"	
11	4	4	88.5	"	"		4	3	0	30.33	78	76	72	78	"	"	6	"	
Noon.	4	0	92.5	"	"		3	3	0	30.33	78	77	73	78	"	"	6	"	

128.6 Distance run by Patent Log

Course and distance made good since preceding noon by observations, N. by E. 1/2 N.

132 knots. tenths.

Latitude by D. R. 28° 48' N.
Longitude by D. R. 66° 37' W.
Position at Noon: Latitude by observations of ☉ 28° 50' N.
Longitude by chronometer from Forenoon Observations of ☉ 66° 39' W.

Position at 8 A. M. Latitude by D. R. from Noon 28° 37' N.
Longitude by Observation 66° 25' W.

Position at 8 P. M. Latitude by D. R. from Noon 29° 07' N.
Longitude by Chronometer from Afternoon Observation 67° 00' W.

Current during the time, 3 knots tenths per hour, setting to the N. by E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. by E. 3/4 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " 1° 40' E. " Dev. used 1° 00' N.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, tons 595 lbs.

Coal remaining on hand at Noon, 118 " 1735 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Atmos. at Surface.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
1	2	0	94.5	N. by E. 1/2 N.	E. by E.	3.4	2	0	30.33	79	77	73	78	b.c.	cum.	6	E.	
2	3	0	98.5	"	"	3.4	0	0	30.30	79	78	74	78	"	"	7	"	
3	3	1	1.6	"	"	3.4	0	0	30.29	79	78	74	78	"	"	7	"	
4	4	1	6.4	"	E. by S.	3.4	0	0	30.29	79	78	74	78	"	"	8	"	
5	4	1	9.8	"	"	3	0	0	30.29	79	78	74	78	"	"	7	"	
6	4	1	13.9	"	"	3	0	0	30.30	78	77	73	78	"	"	7	"	
7	4	0	17.9	"	"	3	0	0	30.32	78	77	73	78	"	"	7	"	
8	1	8	18.6	"	S. by E.	1	0	0	30.33	78	77	73	78	"	"	8	"	
9	2	8	20.1	"	"	3	0	0	30.30	78	77	73	78	"	"	7	"	
10	3	0	21.0	"	"	3.4	0	0	30.29	78	77	73	78	"	"	8	"	
11	3	0	23.7	"	"	3.4	0	0	30.29	77	77	73	78	"	"	8	"	
Mid.	2	5	25.9	"	"	3.4	0	0	30.28	77	76	73	78	"	"	8	"	

38.5

under the command of

Commander Louis Kingley
Saturday, November 3

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partly cloudy. Bright starlight. Stiff to moderate breeze from E. by N. to East. Barometer falling. At 12.15 shot reefs out of topsails. At end of watch under plain sail to topgallant sails on course N.W. by N. Apprentices at the wheel.

N. A. Goldman
Ensign U. S. N.

From 4 to 8 A.M.

Fair to clear and pleasant. Moderate breeze from East. Moderate sea and swell from E. N.E. Course N.W. by N. (p.c.) At 4.30 set royals and flying jib. At end of watch under all topmast staysails and all plain sail to royals on course N.W. by N. (p.c.) Apprentices at the wheel.

W. K. Caperton.

From 8 A.M. to Noon.

Moderate to gentle breeze from East and E. by S. Fair and pleasant. Some swell. Aided brading. Let starboard studding sail at 10.30, muzzed topsail at 11.20 and took in spraker at 11.50. At end of watch on course N.W. by N., few Standard, under starboard studding sail, all staysails and plain sail to royals, except spraker. Apprentices at the wheel. Temperature of magazine 83° 82° forward, 80° 81° aft.

Lieutenant W. S. N.

From Noon to 4 P.M.

Clear. Gentle to moderate breeze from E. S.E. and E. by S. At 12.15 hauled down fore and main topmast staysails, with the exception, under same sail as at end of preceding watch. Course changed at 12.40 to S.W. (p.c.) Mending and sewing day. Apprentices at the wheel.

P. R. Grant
Lieutenant W. S. N.

From 4 to 8 P.M.

Clear and pleasant weather. Gentle breeze falling to light air and breeze at end of watch from E. by S. to S.E. by E. Barometer rising. On course S.W. Under plain sail to royals, except flying jib and spraker, together with fore and muzzed topmast staysails. At 5.40 took in starboard studding sail and then reefed course, shaking out reefs again. Apprentices at the wheel.

J. Purcell
Lieutenant W. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Bright starlight. Moon set at 10.05. Moderate to light breeze from S.E. by E. Barometer falling slightly. By order of Commanding Officer released P. H. Lane App. 3 cl. from confinement until 7 A.M., at account of the heat. At end of watch under jib, for topmast staysail and all square sail to royals on course S.W. Apprentices at the wheel.

George R. Coates.

Ensign W. S. N.

N. A. Goldman
Ensign U. S. N.

J. B. Mollon,
Lieutenant W. S. N., Navigator.

LOG of the UNITED STATES

Ship *Essex*, Third Rate,
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at't'd.	Air by Bulb.	Alt. Wet Bulb.	Water at Surface.				
A. M.	5	5																
1	2	3	27.6	NW.	SE.		2-3	0	0	30.28	77	76	73	78	b.c. w.	cum.	8	8
2	2	6	29.6	"	"		2-3	0	0	30.26	77	77	74	78	"	"	7	"
3	2	4	31.4	"	SE. by S.		2-3	0	0	30.25	77	77	74	78	"	"	7	"
4	2	3	32.6	"	SE.		2-3	0	0	30.24	77	77	74	78	"	"	6	"
5	2	6	34.2	"	"		2-3	0	0	30.24	77	77	74	78	"	"	6	"
6	2	0	"	"	"		2-3	0	0	30.22	77	77	74	78	b.c.	cir. cum.	7	"
7	2	0	"	"	"		2	0	0	30.23	77	77	74	78	"	"	6	"
8	1	7	"	"	"		2	0	0	30.24	77	77	74	78	"	"	7	"
9	1	8	"	"	SE.		3	0	0	30.26	77	77	75	77	"	"	7	"
10	1	8	"	"	"		3	0	0	30.28	77	77	75	77	"	"	7	"
11	2	2	"	"	SE.		3	0	0	30.28	79	79	76	77	"	"	5	"
Noon.	2	6	"	"	"		3	0	0	30.27	79	79	76	77	"	"	5	"

64 8 Distance run by Log

Course and distance made good since preceding noon by observations, NW by N.

66 knots. tenths.

Position at Noon: Latitude by D. R. 29° 30' N.
Longitude by D. R. 67° 35' W.
Latitude by observations of ☉ 29° 25' N.
Longitude by chronometer from Forenoon Observations of ☉ 67° 39' W.

Position at 8 A. M. Latitude by D. R. from Noon 29° 20' N.
Longitude by observation 67° 32' W.

Position at 8 P. M. Latitude by D. R. from Noon 29° 46' N.
Longitude by Chronometer from Afternoon Observation 68° 07' W.

Current during the time, 6 knots tenths per hour, setting to the SE. 3/4 S.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head NW 1/2 N.

Deviation of the Compass by Azimuth ☉ observed at 8 P. M., " " 1° 14' W. " Dev. used 5° 00' W.

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 550 "

Coal consumed during the preceding 24 hours, tons 42 5 lbs.

Coal remaining on hand at Noon, 118 " 13/10 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at't'd.	Air by Bulb.	Alt. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
1	2	5	34.2	NW.	SE.	3	0	0	30.25	79	79	76	77	b.c.	cir. cum.	3	M.
2	3	6	36.2	"	"	3-4	0	0	30.20	79	79	76	78	"	"	6	"
3	4	0	40.2	"	SE. by E.	3-4	0	0	30.18	80	80	76	78	"	"	6	"
4	4	8	45.0	"	"	4	0	0	30.17	80	80	76	78	"	"	6	"
5	5	0	50.8	"	SE.	5	0	0	30.17	79	79	76	77	"	"	6	"
6	4	8	54.8	"	SE.	4-3	0	0	30.17	78	79	76	77	"	"	6	"
7	4	6	59.4	"	"	4-3	0	0	30.18	78	79	76	77	"	"	6	"
8	4	4	63.8	"	"	4-3	0	0	30.19	78	79	76	77	"	cum.	6	"
9	5	4	69.3	"	"	4-5	0	0	30.18	78	78	75	77	"	cir. cum.	5	"
10	5	6	74.9	"	"	4-5	0	0	30.18	78	78	75	77	"	"	6	"
11	6	2	81.0	"	SE. by S.	4-5	0	0	30.18	78	78	75	77	"	"	7	"
Mid.	6	8	87.5	"	"	5-6	0	0	30.17	78	78	75	77	"	cum. cum.	6	"

57 7

4-265

Commander Louis Knapley
Sunday, November 4

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally clear and pleasant. Light to gentle breeze from S.E., veering to S. S.E. Comms N.W. (p.c.) At 10 o'clock hauled up mainsail. At end of watch ship on her course under all plain sail to royals, except mainsail and spraker. Apprentices at the wheel.

W. R. Caperton,
Lieutenant U. S. N.

From 4 to 8 A.M.

Gentle to light breeze from S. S.E. Fair and warm. Smooth sea. Set fore studding sail at 4.30 and hauled down flying jib at 7.30. At end of watch on course N.W. for Standard, under fore studding sail, jib and all square sail except mainsail. Started fire under boiler B for distilling at 8.00. Refreshed P. F. Rowan, App. 3rd. at 7.00. Hauled in patent log at 4.00 reading 32.6. Apprentices at the wheel.

W. R. Caperton,
Lieutenant U. S. N.

From 8 A.M. to Noon

Clear. Gentle breeze from S.E. and S. S.E. At 9.30 mustered at quarters. Commanding Officer inspected crew and ship and then held Divine Service. At 11.20 set starboard clew of mainsail, and 11.30 mizzen topmast staysail, with this addition under same sail as at end of preceding watch. Articles for Better Government of the Navy were read and General Muster held. Apprentices at the wheel. Comms N.W. (p.c.) Commenced distilling with hauled fire under boiler B, at 11.30. Temperature of magazine 53° 52° forward, 82° 81° aft.

J. B. Purcell,
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair. Gentle to moderate breeze from S. S.E. to S. by E. Very moderate sea. Barometer falling. On course N.W. under same sail as preceding watch. Distilling with fire hauled under boiler B. At about 2.30 changed course slightly to Westward for five minutes to clear the three masted Schooner, Clara J. Wilson of Rochester, N.Y. Hauling to the Southward and Eastward on the starboard tack. Apprentices at wheel. Condemned by District Board of Inquiry 25 lbs. dried fruit obtained from the Contractor J. B. Rooks January 1893, with recommendation to throw the same on board as being prejudicial to the health of the ships company, which on approval of the Captain was duly executed.

Georg R. Evans,

From 4 to 8 P.M.

Partly cloudy and pleasant. Stiff to gentle breeze from South to S. S.W. Barometer rising. At 5.30 took in mizzen topails and set spraker, flying jib, fore and main topmast staysails. At 5.15 took in fore studding sail. At end of watch under plain sail to royals, except weather clew of mainsail with all topmast staysails on course N.W. Apprentices at wheel. Distilling with fire hauled under boiler B.

N. A. Goldman,
Ensign U. S. N.

From 8 P.M. to Midnight

Clear and pleasant. Moderate increasing to fresh breeze from S. S.W. and S.W. by S. Comms N.W. (p.c.) Moon set at 11.15. Snow clouds passing over rapidly from S.W. and upper side from N.W. At end of watch ship on her course under all topmast staysails and all plain sails to royals except weather clew of mainsail. Distilling with fire hauled under boiler B. Apprentices at the wheel.

W. R. Caperton,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlroy,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.	attd.				Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																		
1	6	8	94.3	N. W.	S. W. by S.		5	4	1/4	30.15	78	78	75	78	b.c.	cum. nimb.	3	M.
2	6	7	1.0	"	"		5	4	1/4	30.13	78	78	75	78	"	"	4	"
3	6	7	7.7	"	S. W.		5	4	1/2	30.10	78	78	75	78	"	"	3	"
4	6	4	14.1	"	"		5	6	3	1/2	30.10	77	76	73	b.c. g.	nimb.	2	"
5	5	5	19.6	"	"		4	6	4	1/2	30.09	77	76	73	"	cum. nimb. cir. cum. cuss.	4	"
6	5	7	25.3	"	"		4	6	4	1/2	30.08	77	76	73	"	"	4	"
7	7	0	32.3	"	"		5	6	4	1/2	30.08	77	76	73	"	"	4	"
8	7	6	39.9	"	"		6	7	4	1/2	30.08	78	77	75	b.c. g. p.	cum. nimb.	2	"
9	6	1	46.0	"	"		6	4	1	30.07	78	77	75	78	"	"	3	"
10	6	8	52.8	"	"		6	4	3/4	30.07	78	77	75	78	b.c. g.	"	4	"
11	6	5	59.3	"	"		6	4	1	30.06	78	78	76	78	"	"	4	"
Noon.	6	9	66.2	N. W. 1/2 N.	S. W. by W.		6	7	4	1	30.05	78	78	76	b.c. g. p.	"	4	"

136.4 Distance run by Log

Course and distance made good since preceding noon by observations, N. W.

129 knots. tenths.

Position at Noon:	Latitude by D. R.	31° 04' N. "
	Longitude by D. R.	69° 35' W. "
	Latitude by observations of ☉	30° 48' N. "
	Longitude by chronometer from Forenoon Observations of ☉	69° 27' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	30° 28' N. "
	Longitude by observation	69° 08' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	31° 09' N. "
	Longitude by chronometer from Afternoon observation	69° 51' W. "

Current during the time, 18 knots tenths per hour, setting to the S. S. E.

Deviation of the Compass by Azimuth ☉ observed at ship's head 0°

Deviation of the Compass by Azimuth ☉ observed at " 0°

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at Noon, 1150 "

Coal consumed during the preceding 24 hours, 1 tons 905 lbs.

Coal remaining on hand at Noon, 117 " 405 "

P. M.																			
1	6	3	72.5	N. N. W. 3/4 W.	S. W. by W.	6	7	4	1	30.03	77	78	75	77	b.c.g.	cir. cum.	5	M.	
2	5	3	77.8	N. W. 1/4 W.	"	6	7	4	1	30.00	78	78	75	77	b.c.g.	cum. nimb.	0	"	
3	5	1	82.9	N. N. W.	W. S. W.	5	7	5	1	29.98	77	77	74	76	b.c.g. p.	"	0	"	
4	4	4	87.3	"	"	5	7	5	1	29.97	77	77	74	76	"	"	0	"	
5	5	2	91.8	N. N. W. 1/2 W.	"	6	8	1/2	1/2	29.94	77	77	75	76	b.c.g. p.	nimb.	1	H.	
6	3	0	94.8	N. W. bearing ship.	S. W.	6	8	1/2	1/2	29.86	78	76	74	76	b.c.g.	"	1	"	
7	1	0	100.0	E. N. E.	S. W. by W.	6	8	—	—	29.87	77	76	73	76	"	"	1	"	
8	1	0		S. E.	"	6	8	25	25	29.90	75	75	71	76	"	"	3	"	
9	1	2		S. E. by E.	"	5	7	6	6	29.92	76	75	73	76	"	"	6	R.	
10	1	2		"	"	5	6	6	6	29.92	76	75	72	76	b.c.g. p.	"	7	"	
11	1	4		"	"	4	7	6	6	29.93	76	75	73	76	"	cum. nimb.	4	"	
Mid.	1	4		"	"	4	7	25	25	29.93	76	76	74	76	"	"	4	N.	

36.5

4-26

Commander Louis Kingsley
Monday November 5

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Stiff breeze from S.W. by S. increasing to fresh breeze blowing in squalls and veering to S.W. last two hours. Cloudy and threatening weather last hour. Took in royals and flying jib at 3.10, the mizzen topmast staysail at 3.20, and the topgallant sail and main topmast staysail at 3.40. Distilling with fire banded under boiler B. At end of watch on course S.W. per Standard, under jib, for topmast staysail, foresail lee clew of mainsail, topsails and spaulker. At 3.57 called all hands reef topsails. Apprentices at the wheel.

Geo. R. Black

From 4 to 8 A.M.

Fair, then cloudy with passing rain. Moderate to stiff breeze from S.W. blowing in squalls with fresh in squalls. At 4.10 finished single reefing topsails and mainsail. At main topsail at 4.15. At 5 o'clock set topgallant sails. At 7.45 cleared down topgallant sails to a squall at 7.55 set them again. Course S.W. (pc) Distilling. Apprentices at the wheel. At end of watch under jib, for topmast staysail, main topsail, spaulker and topgallant sails on single reefed topsails, also foresail and single reefed mainsail.

H. Russell

From 8 A.M. to Noon.

Cloudy to overcast. Fresh occasionally very fresh breeze in squalls from S.W. veering latter part to S.W. by W. Barometer falling slightly. On course S.W. until last hour, when headed off. At 8.15 took in topgallant sails. At 9.50 mustered at quarters, after which set down topgallant and royal yards, shifted fore and main topgallant and for royal sails. At about 10.30 at main topmast staysail. At end of watch under single reefed topsails, foresail, single reefed mainsail, jib, for topmast and main topmast staysail, main topsail and spaulker. Put up painter brace and for storm stay. By order of the Commanding Officer and by means of acquisition of the time of compasses released P. I. Rowan App'd. Distilling with fire banded under boiler B. Apprentices at wheel. Moderate seaflow about S.W. by W. at end of watch. Temperature of mercury 81°-80° forward, 77° aft.

H. Russell

From Noon to 4 P.M.

Cloudy and threatening. Fresh to stiff breeze from S.W. by W. to S.W. Barometer falling. At 1.30 took second reef in topsails, banded down main topmast staysail, took in spaulker, set for storm staysail and storm mizzen, and banded storm staysail. At 3.55 clear reefed topsails. At end of watch heading S.W. by W., under clear reefed topsails, single reefed courses, for topmast staysail, for storm staysail and storm mizzen. Apprentices at wheel. Distilling.

N. J. Solomon

From 4 to 8 P.M.

Cloudy rainy and squally. Fresh breezes to moderate gales from S.W., backing to S.W. by W. (pc) At 5.30 wind increasing to moderate gale, took in main topsail and was ship to S.W. and S.W. during which took in and finished for topsail, foresail and for topmast staysail and set mizzen storm staysail. Heavy sea from S.W. Extreme roll of ship to port 25° and to starboard 15°. At end of watch ship lying to on starboard tack under for storm staysail, clear reefed main topsail, and storm mizzen, having taken in mizzen storm staysail at 7 o'clock. Distilling. Apprentices at wheel.

W. D. Caperton

From 8 P.M. to Midnight.

Wind from S.W. by W., variable in force from moderate to very fresh breeze with occasional heavy squalls. Partly cloudy with moonlight during greater part of watch. Lightning to S.W. and S.W. by W. High sea. Wind and sea generally moderating toward end of watch. Ship lying to under same sail as preceding watch, heading for S.W. by S. to S.W. and drifting to S. by W. Distilling with fire banded under boiler B. Apprentices at the wheel.

Geo. R. Black

Examined and found to be correct.

H. Russell

J. B. Weston

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
Making passage from *Funchal, Madeira to Yorktown, Va.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Current, Sky in fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	6	6	-															
1	1	0	Cloudy	S. S. W.	N. N. W.		4.7	3	6	29.93	76	76	74	76	b. c. p. g. b.	cum. mist	4	N.
2	1	0	"	S. S. W.	N. N. W.		4.6	3	6	29.93	74	73	71	76	b. c. g. b.	"	5	"
3	1	0	"	N. S. W.	N. N. W.		4.6	3	6	29.93	74	73	69	76	"	"	5	"
4	1	0	"	"	"		4.5	3	6	29.93	73	72	68	76	"	"	5	"
5	1	0	"	S. W. by N.	"		4.5	5	5	29.94	73	72	68	76	"	"	6	"
6	0	8	"	N. S. W.	"		4.5	5	5	29.96	73	72	68	76	b. c. g.	"	6	"
7	1	0	"	"	"		4.5	5	3	29.97	73	72	68	76	"	"	6	"
8	1	5	"	S. W. by N. 1/2 W.	"		4.5	5	2	30.02	73	72	68	76	"	at. cum. c. cum.	6	"
9	2	0	"	S. W.	N. W.		4.5	Roll	1	30.05	71	70	68	76	b. c.	"	6	"
10	2	0	"	S. S. W.	N. N. W.		3.4		1	30.05	72	70	63	75	"	"	6	"
11	3	0	97.5 98.0	N. S. W.	N. N. W.		3.4		1	30.05	72	70	65	75	"	cum. mist	3	"
Noon.	3	5	100.9	S. W.	N. W.		3.4	20-15	1	30.03	72	70	65	75	"	"	3	"

55.3 Distance run by log.

Course and distance made good since preceding noon by observations, N. N. W. 1/4 N. 4 knots. tenths.

Position at Noon:	Latitude by D. R.	31° 07' N. "
	Longitude by D. R.	69° 43' W. "
	Latitude by observations of ☉	30° 51' N. "
	Longitude by chronometer from Forenoon Observations of ☉	69° 32' W. "
Position at 3 A. M.	Latitude by D. R. from Noon	31° 00' N. "
	Longitude by observation ☉	69° 26' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	30° 23' N. "
	Longitude by Chronometer from Afternoon Observations	69° 33' W. "

Current during the time, 18 knots tenths per hour, setting to the S. S. E. 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at Noon,

1850 "

Coal consumed during the preceding 24 hours,

1 tons 310 lbs.

Coal remaining on hand at Noon,

116 " 95 "

P. M.																		
1	3	5	4.4	S. W. 3/4 W.	N. W.	3.4	4	1	30.05	72	70	65	75	b. c.	cum.	4	S.	
2	3	9	8.3	"	"	3.4	4	1	30.03	72	70	65	75	"	"	4	"	
3	4	7	13.0	S. W. 1/2 W.	"	4	4	1	30.05	72	70	65	75	"	"	4	"	
4	4	9	17.9	"	"	4	5	1	30.06	72	70	64	75	"	"	4	"	
5	5	4	23.3	S. W. 3/4 W.	N. W. by N.	4	Roll	1	30.08	71	70	64	76	"	"	3	"	
6	4	5	27.8	S. W. 1/2 W.	"	4		1	30.08	71	70	64	76	"	"	5	"	
7	3	2	31.0	"	"	4.5		1	30.10	71	69	63	76	b. c. g.	cum. mist	4	"	
8	3	5	34.2	S. W. 1/4 S.	N. W.	4.5	26-18	1	30.12	71	69	63	76	"	"	4	"	
9	3	7	37.6	S. W.	"	4.5		1 1/2	30.12	71	69	64	76	"	"	4	R.	
10	3	2	41.3	S. W. 1/2 W.	N. W. by N.	4.6		1 1/2	30.13	71	69	64	76	"	"	4	"	
11	3	9	45.2	S. W. by N.	"	5.6		1 1/2	30.14	70	69	64	76	"	"	3	"	
Mid.	3	3	48.5	S. W. by N. 1/2 W.	N. N. W.	4.6	23-15	1 1/2	30.14	70	69	64	76	"	"	3	"	

17.7

Commander Louis Kingsley
Tuesday November 6

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Moderate breeze from S.W. by N. shifting during a rain squall at 12.05 to N.W., gradually hauling to N.N.W. and blowing stiff to very fresh in squalls. Lightning to S.W. and S.E. Lying to under same sail as in preceding watch. Moderate sea. Ship riding easy. Weather very much unsettled at end of watch. Distilling. Apprentices at the wheel.

J. Purcell

Lieutenant U.S.N.

From 4 to 8 A.M.

Clear. Moderate to stiff breeze from the N.W. Rising barometer. Course N.W. heading between N.W. and S.W. by N. on starboard tack. Moderate long sea flow about N.W. At about 5.00 set foot of main topsail, a little later set spanker, short at reef in topsails, hoisted for topmast staysail and took in topsail. Ship comparatively steady. Distilling. Apprentices at the wheel.

George R. Travis,

Ensign U.S.N.

From 8 A.M. to Noon.

Partly cloudy. Stiff to gentle breeze from N.W. to N.N.W. Barometer steady. At 8.30 set courses, took rolling tackle off boats, sent down storm sails and prevented haws. At 9.30 mustered at quarters and instructed apprentices by division. At 10.30 set topgallant sails and jib. At end of watch under plain sail to topgallant sails, heading S.W. Course N.W. Apprentices at the wheel. Distilling with backed five under biter B. Tested magazine flood cocks and found them in working order. Temperature of magazines 80°-80° forward, 82°-80° aft.

N. J. Gorman

Ensign U.S.N.

From Noon to 4 P.M.

Generally bumpy and unsettled weather. Gentle to moderate breeze from N.W. Course N.W. (p.o.) 3rd and 4th periods. Apprentices of watch had marliners' seamanship. 5th period they were exercised going over topmast heads. Long swell from N.W. At end of watch ship by the wind on starboard tack under for topmast staysail and all plain sail to topgallant sails except single reef in mainsail. Distilling. Apprentices at the wheel.

W. C. Peckerton

Lieutenant U.S.N.

From 4 to 8 P.M.

Moderate to stiff breeze from N.W. by N. and S.W., blowing in puffs last hour. Partly cloudy with moonlight last two hours. Long rolling sea flow N.W. Ship rolling deeply at intervals but easily. Maximum roll to leeward 26°; to windward 18°. At 5.35 called all hands furl the topgallant sails and took two single reefs in the topsails. At end of watch by the wind on starboard tack under for topmast staysail, jib, foresail, spanker, double reefed topsails and single reefed mainsail. A ship in sight first hour, standing to S.E. and S.W. Distilling with five backed under biter B. Apprentices at the wheel.

Geo. R. Gorman

Lieutenant U.S.N.

From 8 P.M. to Midnight.

Bumpy to clear. Moderate to stiff breeze from N.W. to N.N.W. increasing to fresh breeze in puffs. Irregular sea with an occasional long sea from N.W. Ship rolling deeply at times, 15° to 25°. Course N.W. (p.o.) Under same sail as in preceding watch. Distilling. Apprentices at the wheel.

J. Purcell

Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlhenny

Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Wind, in Knots.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	4	7																	
1	4	2	52.7	SE by E.	NW by W.	4-6	Roll	1	30.14	70	69	64	76	b.c.g.	cum. mist	6	B.		
2	3	1	55.8	"	"	4-5	"	1	30.14	70	68	64	76	"	"	5	"		
3	3	0	58.8	"	"	4-5	"	1	30.15	70	69	65	76	"	"	5	"		
4	4	3	63.3	"	"	4-5	25-15	1	30.15	70	69	65	76	"	"	3	"		
5	3	4	66.7	SE by E 1/2 E.	"	4-5	"	1 1/2	30.16	70	69	65	76	"	"	4	"		
6	3	1	69.8	E 1/2 E.	"	4-5	"	1 1/2	30.18	70	69	65	76	"	"	4	"		
7	3	0	72.7	"	N. by E.	4	"	1 1/2	30.20	70	69	65	76	"	"	4	"		
8	3	0	75.7	E 1/2 S.	"	4	"	1 1/2	30.24	70	69	65	76	"	"	4	"		
9	4	4	80.1	"	"	4	4	1 1/2	30.28	70	69	68	76	"	"	4	N.B.		
10	3	9	84.0	N. SE 1/2 E.	N. N. E.	4	4	1	30.32	70	69	68	76	b.c.	"	3	"		
11	4	2	88.2	E 3/4 S.	N. by E.	4	3	1	30.36	70	69	68	77	"	cir. cum.	4	"		
Noon.	2	6	90.8	E 1/2 S.	"	3	2	1	30.34	70	69	68	77	"	"	7	"		

89.9 Distance run by Log.

Course and distance made good since preceding noon by observations, *SE 1/4 S.*

	Latitude by D. R.	Longitude by D. R.	Latitude by observations of ☉	Longitude by chronometer from Forenoon Observations of ☉
Position at Noon:	29° 44' N. "	70° 37' W. "	29° 45' N. "	70° 44' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	Longitude by <i>Observations</i>	29° 52' N. "	70° 29' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	Longitude by <i>Chronometer from Afternoon Observations</i>	29° 56' N. "	71° 06' W. "

Current during the time, 7 knots tenths per hour, setting to the *West*.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., "

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

P. M.																
1	2	5	93.3	<i>E 1/2 N.</i>	<i>North</i>	2-3	2	3/4 30.30	71	69	68	77	<i>b.c.</i>	<i>cum.</i>	7	<i>N.</i>
2	1	8	95.1	<i>E 1/2 N.</i>	"	2	2	3/4 30.30	71	69	68	77	"	"	6	"
3	2	0	<i>Reckoning</i>	"	"	2	2	3/4 30.29	71	69	68	76	"	"	6	"
4	1	5	"	<i>E by N.</i>	<i>N by E.</i>	1-2	2	3/4 30.27	71	69	68	76	"	"	6	"
5	1	2	"	<i>E 1/2 N.</i>	<i>N. N. E.</i>	1-2	2	1 30.29	70	69	67	76	"	"	7	<i>N.</i>
6	1	0	95.1	<i>N. N. E.</i>	<i>N by E.</i>	1-2	2	1 30.31	70	68	61	76	"	"	6	"
7	6	5	1.6	"	"	1	2	0 30.31	70	68	60	76	"	"	4	"
8	5	8	7.4	"	"	1	0	0 30.32	70	68	61	75	"	"	8	"
9	5	8	13.2	"	"	2	0	0 30.34	70	68	62	75	<i>cir. cum.</i>	"	5	"
10	5	8	19.0	"	<i>N. E. by N.</i>	3	0	0 30.35	70	68	62	75	"	<i>cum.</i>	3	"
11	6	2	25.2	"	<i>N. E.</i>	3	0	0 30.37	69	68	62	75	"	"	3	"
Mid.	6	2	31.4	"	"	3	0	0 30.38	69	68	61	75	<i>cir. cum.</i>	"	6	"

47.1

Commander Louis Kingsley
Wednesday, November 7

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partly cloudy. Moderate to stiff breeze, with occasional fresh squalls from the N.W. by N. Barometer almost steady. Broken sea with moderate long swell from the Northward and Westward. Course N.W. By the wind on starboard tack, yards well braced in making about 3 M. by N. Under double reefed topsails, foreails, single reefed main sail, jib, fore topmast stay sail and spaulker. Apprentices at wheel. Distilling.

George R. Evans.

From 4 to 8 A.M.

Cloudy weather. Gentle to stiff variable breeze from N.W. by N. to N. by W., veering. Barometer rising. At 6 o'clock turned reef out of topsails and all topgallant sails. At end of watch under plain sail to topgallant sails, heading N. 1/2 S. Course N.W. Apprentices at the wheel. Distilling.

Ensign W. P. H.

N. T. Solomon

Ensign W. P. H.

From 8 A.M. to Noon.

Fair and pleasant. Moderate to gentle breeze from N.W. to N. by W. Course N.W. (p.o.). Barometer rising slowly. At 9.30 mustered at quarters and had General Instructions in seamanship. By order of the Captain placed Thomas Henry App'd. and P. S. Brown App'd. in double lines for three days for being disrespectful to Superior Officer and placed G. H. Lusk's App'd. in solitary confinement on bread and water for three days for mutinous conduct. At 11.15 exchanged colors with a Norwegian Schooner bound to the N.W. and N.E. Moderate and broken swell from N.W. Apprentices at the wheel. Under and stowed below the mizzen topsail and gaff topsail. Distilling with banked fire under boiler B. Blushed forward bilge with steam pump. Temperature of magazines 80°-88° forward, 81°-80° aft.

W. R. Caperton

Ensign W. P. H.

From Noon to 4 P.M.

Gentle breeze to light air from North and N. by E. Fair and pleasant. Moderate swell from N.W. At 2.30 took in main sail, hoisted smoke stack and started fire under boilers A and D for steaming. At same time stopped distilling. Put overboard bilge under all the forward stow rooms. On the recommendation of the Quarters Board of Survey, 3 lbs. of better (meat) were thrown overboard. Made no cow, - G. E. Ahrens June 1891. Apprentices overhauling clothing. At end of watch, by the wind on starboard tack, under fore topmast stay sail, and plain sail to topgallant sails, except main sail. Apprentices at the wheel.

Geo. R. Black

Ensign W. P. H.

From 4 to 8 P.M.

Clear. Light air and breeze from N.W. and N. by E. Long swell from N.W. At 5.35 took single reef in topsails and fueled all square sails: set topmast stay sails (main and mizzen) and main topsail. Hoisted ahead full speed steaming with fires under boilers A, B, and D. Course N.W. 1/2 W. (p.o.). At 7.05 took in all fore and aft sail. Average steam pressure 55 lbs.; Revolution 44. Apprentices at the wheel. At 6 o'clock put on patent log reading 95.1 knots.

From 8 P.M. to Midnight.

Fair. Moon occasionally obscured. Light to gentle breeze from N. by E. to N.E. about N. N.E. at end of watch. Long sea from Northward. On course N.W. 1/2 W. Under steam. At about 9.00 set jib, main and mizzen topmast stay sails, main topsail and spaulker. Took in two latter at 11.00. Average steam 55 lbs. Average number of revolutions 42.2. Apprentices at the wheel.

George R. Evans.

Ensign W. P. H.

J. B. McIlhenny

Ensign W. P. H. Navigator.

LOG of the UNITED STATES

Ship Essex.

Third Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Fathoms.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d°.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	47																	
1	63	37.7		N. N. E. 1/2 E.	N. N. E.		0	0	0	30.38	69	67	61	75	b.c.	cir. cum.	8	M.
2	63	44.0		"	Calw.		0	0	0	30.37	69	67	61	75	"	"	8	"
3	66	50.6		"	"		0	0	0	30.36	69	67	61	74	"	"	8	"
4	67	57.3		"	"		0	0	0	30.33	69	67	61	74	"	cum.	9	"
5	69	64.2		"	"		0	0	0	30.32	69	67	61	74	"	"	9	L.
6	65	70.7		"	"		0	0	0	30.35	69	67	61	74	"	"	8	"
7	66	77.3		"	"		0	0	0	30.36	69	67	61	74	"	"	7	"
8	70	77.4		"	"		0	0	0	30.37	69	67	61	74	"	"	6	"
9	70	84.1		"	"		0	0	0	30.39	71	69	62	75	"	"	7	S.
10	74	91.5		"	"		0	0	0	30.39	71	69	63	75	"	"	7	"
11	72	98.7		"	"		0	0	0	30.39	71	70	64	75	"	"	7	"
Noon.	73	6.0		"	"		0	0	0	30.37	72	71	65	75	"	"	6	"

128.9 Distance run by log.

Course and distance made good since preceding noon by observations, N. N. E. 1/2 N. 12.5 knots tenths.

Position at Noon:	Latitude by D. R.	31° 24' 26" "
	Longitude by D. R.	72° 10' 04" "
	Latitude by observations of ☉	31° 20' 26" "
	Longitude by chronometer from Forenoon Observations of ☉	72° 17' 04" "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	30° 56' 26" "
	Longitude by <i>Observation</i>	71° 59' 04" "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	32° 00' 26" "
	Longitude by <i>Chronometer from Afternoon observation</i>	72° 57' 04" "

Current during the time, 7 knots tenths per hour, setting to the N. by N.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. N. E. 1/2 N. 3° 24' N.

Deviation of the Compass by Azimuth ☉ observed at 8 P. M., " " 1° 21' N. Dev. used 3° 55' N.

Water expended during the preceding 24 hours, 420 gallons.

Water distilled during the preceding 24 hours, 250 "

Water remaining on hand fit for use at Noon, 2439 "

Coal consumed during the preceding 24 hours, 9 tons 1175 lbs.

Coal remaining on hand at Noon, 105 " 255 "

P. M.	Knots.	Fathoms.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Name & Class Sky, in fathoms.	State of the Sea.
1	36	9.6		N. N. E. 1/2 N.	Calw		0	0	0	30.36	70	72	65	75	b.c.	cir. cum.	3	L.
2	73	20.4		"	"		0	0	0	30.34	74	73	66	75	"	"	4	"
3	74	27.8		"	N. E.		0-1	0	0	30.32	73	73	66	75	"	cum.	4	"
4	75	35.3		"	Variable		0-1	0	0	30.32	73	73	66	75	"	"	4	"
5	76	42.9		"	"		0-1	0	0	30.31	73	73	66	76	"	cum. mist.	3	"
6	75	50.6		"	S. S. E.		1-2	0	0	30.30	73	71	66	76	"	"	4	"
7	76	58.1		"	S. by E.		2-3	0	0	30.29	73	71	66	77	"	"	4	"
8	78	65.9		"	South		3	0	0	30.26	73	71	67	77	"	"	5	"
9	76	73.5		"	"		3-4	0	0	30.26	73	72	67	76	"	"	4	"
10	79	81.4		"	"		3-4	0	0	30.26	74	72	67	75	b.c.p.	mist.	2	"
11	80	89.4		"	S. S. W.		3-4	0	0	30.26	74	72	68	74	"	"	2	"
Mid.	78	97.2		"	"		3-4	0	0	30.23	74	72	68	74	"	"	1	"

91.1

Commander Louis Kingsley
Thursday, November 8

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Bright starlight. Moon set at 20' clock. Light air from N. N. E. to calm. Barometer falling slowly. At 10 clock hauled down main and mizzen topmast staysails and jib. At end of watch under steam in boilers A. B. and D., on coals N. N. W. 1/4 N. Apprentices at wheel. Average steam 55 lb. Average number revolutions per hour 42.5.

N. B. Lockman
Ensign U. S. N.

From 4 to 8 A.M.

Clear and fine weather. Calm. Under steam alone on coals N. N. W. 1/2 N. (p.c.). Barometer rising slowly. Log run from N. N. E. Average steam 55 lb. Average revolutions 42.6. Apprentices at the wheel.

W. B. Caperton
Lieutenant U. S. N.

From 8 A.M. to Noon.

Calm, fair and pleasant. At 9.30 mustered crew at quarters and exercised at division drill. Overhauled pine and fir rails, jacob's ladders, and girt ropes. A schooner in sight back bay, on port bow, heading to Ed. Under steam alone, using boilers A. B. and D., on coals N. N. W. 1/2 N. per Standard. Oblique wheel bilge under forward stowage. Average steam 55 lb.; revolutions 42. Apprentices at the wheel. Temperature of magazines 81° 81° forward, 82° 80° aft.

From Noon to 4 P.M.

Cloudy to fair. Calm. Occasional light air from N. N. E. third hour then variable. Steaming: fine under boilers A. B. and D. Last sight of the masted schooner astern at 2.45. At 12.30 changed coals to N. N. W. 1/4 N. p.c. Exercised and instructed apprentices at signals from 1.15 to 2.15. Revolutions 43.9. Steam Pressure 55. Apprentices at the wheel. Commanded by Quately Board of Supply and, three onboard 4 lbs. vegetables: marked P. B. Leggett and Co: Dec. 1894.

J. J. Gurell
Lieutenant U. S. N.

From 4 to 8 P.M.

Partly cloudy. Light breeze. Light air to gentle breeze from S. S. E. to S. by W. Barometer falling slowly. On coals N. N. W. 1/4 N. under steam from boilers A. B. and D. At 6.15 set foremast, between 4.30 and 5.00 set for topsail, and topgallant sail. Average steam pressure 55 lb. Average number of revolutions 44. Apprentices at the wheel.

George R. Coates
Ensign U. S. N.

From 8 P.M. to Midnight.

Cloudy weather. Gentle breeze to light air from South to S. S. E. Barometer steady. Under steam in boilers A. B. and D. and foremast, topsail and topgallant sail, on coals N. N. W. 1/4 N. Apprentices at the wheel. Average steam 55 lb. Revolutions 44.

N. B. Lockman
Ensign U. S. N.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky, in faths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4°.	Air by Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.	91	'																
1	8	2	5.4	N. N. W. 1/4 W.	S. W.		3 0	0	0	30.23	73	71	68	75	b.c. m.	curr. wind.	2	P
2	8	1	13.5	"	S. W. by W.		3.4 3	0	0	30.25	73	71	68	75	"	"	3	"
3	8	6	22.1	"	W. S. W.		4.5 4	0	0	30.26	73	71	68	74	b.c. m. l.	"	3	"
4	8	5	30.6	"	"		4.5 4	0	0	30.25	73	71	68	74	"	"	2	"
5	8	3	38.9	"	"		5.5 4	0	0	30.12	73	71	68	75	"	"	1	6
6	9	5	48.4	"	"		6 4	0	0	30.08	73	71	68	75	"	"	2	"
7	8	8	57.2	"	West		6.7 4	0	0	30.07	73	71	68	75	o.g. p.	"	0	"
8	7	2	64.5	N. by E.	N. by N		8.6 4	0	0	30.07	73	71	68	76	"	wind.	0	"
9	7	0	71.5	N. W. W.	N. W. by W.		4.5 4	0	0	30.07	71	69	66	75	"	"	0	"
10	6	4	77.9	N. by W. 1/2 W.	"		4 4	0	0	30.08	71	69	64	75	b.c.	"	1	"
11	6	4	84.3	"	"		4 4	0	0	30.09	71	70	64	75	"	"	1	"
Noon.	6	5	91.8	"	"		5 4	0	0	30.09	71	70	63	75	"	curr. wind.	5	"

184.6 Distance run by Patent Log

Course and distance made good since preceding noon by observations, N. N. W. 1/4 W. 180 knots. tenths.

Position at Noon:	Latitude by D. R.	33° 52' 4. "
	Longitude by D. R.	73° 58' 0. "
	Latitude by observations of ☉	34° 03' 1. "
	Longitude by chronometer from Forenoon Observations of ☉	73° 53' 0. "
Position at 8 A. M.	Latitude by D. R. from Noon	33° 27' 1. "
	Longitude by Observation	73° 44' 0. "
Position at 8 P. M.	Latitude by Sunners Line taken at 2.30	34° 50' 1. "
	Longitude by " " " 3.30	74° 16' 0. "

Current during the time, 11 knots tenths per hour, setting to the N. 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at " 0 "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2039 "

Coal consumed during the preceding 24 hours, 11 tons 435 lbs.

Coal remaining on hand at Noon, 93 " 2060 "

P. M.																		
1	6	2	97.0	N. N. W.	W. N. W.	5	4	1/4	30.07	72	70	63	75	b.c.	curr.	6	6	
2	6	2	3.2	N. by W. 1/4 W.	"	5	4	1/4	30.05	71	70	64	75	"	"	6	"	
3	6	5	9.7	N. by W. 1/2 W.	N. W. by W.	5	4	1/4	30.05	70	69	63	75	"	curr.	8	"	
4	6	6	16.3	"	"	5	4	1/4	30.04	68	68	62	75	"	"	7	"	
5	6	7	22.8	N. by W. 1/4 W.	"	4	4	0	30.04	67	67	61	76	"	"	7	"	
6	6	3	29.1	N. by W. 1/4 W.	"	4.3	3	0	30.06	67	65	59	77	"	curr.	5	"	
7	6	3	35.4	"	"	3	3	0	30.07	65	64	58	77	"	"	4	"	
8	6	2	41.6	"	"	3	0	0	30.08	64	64	58	78	"	"	2	"	
9	5	6	47.2	"	N. W.	3	0	0	30.09	63	64	57	77	"	"	6	6	
10	5	0	52.1	"	"	2.3	0	0	30.10	63	62	57	77	"	curr.	4	"	
11	5	6	57.7	"	"	1.2	0	0	30.10	62	62	57	77	"	"	4	"	
Mid.	6	0	63.6	"	"	1.2	0	0	30.10	62	62	57	78	"	"	4	"	

Commander Louis Kingsley
Friday, November 9

, U. S. Navy,
184.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally cloudy and threatening rain. Gentle, increasing to stiff breeze from S.W., veering to S.W. Lightening to the N.W. and N.E. and to the S.E. and E. Last two hours. At 1.00 per ft. main and mizzen topmast staysails and at 2.30 main topail and topgallant sail. At end of watch ship on her course S.W. $1\frac{1}{4}$ N. (p.) under main and mizzen topmast staysails and all square sail to topgallant sails and steam. Appurtenances at wheel. Average steam 55 lbs. Average revolutions 44.

W. R. Caperton
Lieutenant U. S. N.

From 4 to 8 A.M.

Still to fresh breeze from N.W. first two hours, suddenly rising after 6.00 to fresh and N. by N., increasing to very fresh breeze and blowing in squalls. Moderating last half hour. Cloudy with rain at intervals after 6.00, and threatening appearance to N.W. and W. L. choppy sea. Took in topgallant sails and main and mizzen topmast staysails at 6.20; double reefed the topails at 7.00, and hauled down jib at 7.10. Reeled topails at 7.25; took in foreails and set jib for topmast staysail, main topail and spanker at 7.40. With the influence of Gulf Stream about 5.00. At end of watch on course S.W. $1\frac{1}{4}$ N. per Standard, under steam and jib for topmast staysail, main topail and spanker. Average steam 53 lbs. Revolutions 45.2. Appurtenances at the wheel.

George R. Adams
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy to clear. Onward and equally first hour. Moderate to stiff breeze from N.W. by N. At 8.30 took in main topail. Steaming with fine under boilers A. B. and D., under jib, for topmast staysail and spanker. Choppy sea. Course S.W. $1\frac{1}{4}$ N. At 9.15 carried ending down topgallant yards. At 9.30 mustered at quarter. Revolutions 43. Steam pressure 55 lbs. Appurtenances at the wheel. Temperature of magazines 81° 86° forward, 80° 78° aft.

J. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Still breeze from N.W. and S.W. by N. Barometer falling slightly. Moderate sea from the N.W. Course S.W. $1\frac{1}{4}$ N. Under jib for topmast staysail, spanker and steam from the boilers A. B. and D. Average steam pressure 55 lbs. Revolutions 43.4. Appurtenances at the wheel.

George R. Adams

From 4 to 8 P.M.

Cloudy. Breeze at times. Moderate to gentle breeze from N.W. by N. Barometer rising. At 5.41 rounded to first quarter, exercised crew at their stations and secured. At 6.25 hauled down jib and for topmast staysail and spanker. At end of watch under steam in boilers A. B. and D. on course N. by N. $3\frac{1}{4}$ N. At 6.55 changed course to S.W. by N. patent log reading 18.3, and at 7.55 changed course to N. by N. $1\frac{1}{4}$ N. patent log reading 21.7. Appurtenances at the wheel. Average steam 55 lbs. Revolutions 43.

N. J. Adams
Ensign U. S. N.

From 8 P.M. to Midnight.

Fair and cool. Light air to gentle breeze from S.W. Long swell from S.W. Course N. by N. $3\frac{1}{4}$ N. (p.) Faint passing over from S.W. At end of watch on course under steam in boilers A. B. and D. Appurtenances at the wheel. Average steam 55 lbs. Average revolutions 43.

W. R. Caperton
Lieutenant U. S. N.

J. B. McEllen
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Funchal, Madeira to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.	
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
A. M.	73	0														
1	6	0	69.6	N. by E. 1/4 E.	N. E.	1-2	0	30.10	62	61	57	78	b.c.	cum.	7	5
2	6	7	76.3	"	N. E.	2-3	2	30.09	62	62	57	78	"	"	5	"
3	6	7	83.0	"	E. by N.	2-3	2	30.08	62	62	57	69	"	"	6	"
4	7	6	90.6	"	"	4	4	30.05	62	61	56	64	"	"	6	"
5	7 3/4	6	94.2	N. E. 3/4 N.	"	4	4	30.02	62	61	56	63	"	"	9	9
6	7	2	97.6	"	"	4	4	30.01	62	61	56	63	"	"	9	"
7	7	3	12.1	"	N. E.	4	4	30.00	62	61	56	62	"	cumulated	9	"
8	8	1	20.2	"	"	4	4	30.02	62	61	56	61	"	"	9	"
9	7	5	27.7	"	N. N. E.	4-5	4	30.05	57	57	53	63	b.m.	none	10	"
10	7 1/2	5	34.8	N. E. 1/4 N.	"	4-5	3	30.04	57	57	53	65	"	"	10	"
11	7	1	41.9	"	E. by N.	4	3	30.02	57	57	53	66	"	"	10	"
Noon.	7	1	49.0	"	N. E.	4	0	30.00	56	56	52	65	"	"	10	"

158.4 Distance run by Patent Log

Course and distance made good since preceding noon by observations, N. N. E. 153 knots. tenths.

Position at Noon:	Latitude by D. R.	36° 23' N. "
	Longitude by D. R.	75° 25' W. "
	Latitude by observations of ☉	36° 25' N. "
	Longitude by chronometer from Forenoon Observations of ☉	75° 05' W. "
Position at 3 A. M.	Latitude by D. R. from Noon	36° 06' N. "
	Longitude by observation of ☉	74° 44' W. "
Position at 3 P. M.	Latitude by	0 ' "
	Longitude by	0 ' "

Current during the time, 16 knots tenths per hour, setting to the E $\frac{3}{4}$ N.

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 ' "

Deviation of the Compass by Azimuth ☉ observed at , " 0 ' "

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1589 "

Coal consumed during the preceding 24 hours, 11 tons 350 lbs.

Coal remaining on hand at Noon, 82 " 1710 "

P. M.	4	3	53.3	N. E. $\frac{1}{4}$ E.	N. E.	4	0	29.97	57	56	52	63	b.c.g.	none	10	9
1	2	4	58.7	N. E.	"	4	0	29.96	57	56	50	60	"	circum.	5	"
2	6	1	61.8	"	"	4	0	29.95	56	54	49	60	"	"	5	"
3	6	3	68.1	"	"	4	0	29.94	55	54	49	60	"	"	1	"
4	6	7	74.8	"	"	4	0	29.97	55	54	48	60	"	cum.	1	"
5	5	2	81.4	N. E. $\frac{1}{4}$ E.	"	4	0	30.00	55	54	48	60	b.c.	"	1	"
6	7	0	88.4	"	N. E.	4	0	30.02	54	53	46	59	"	"	4	"
7	6	4	94.8	"	"	4	0	30.03	52	51	45	57	"	circum.	8	"
8	7	6	2.4	"	N. E. by E.	4	0	30.05	51	50	44	57	b	none	10	"
9	1	9	3.6	N. E. $\frac{1}{2}$ E.	"	4-5	0	30.05	50	49	43	56	"	"	10	"
10	3	0	3.6	"	N. E.	4-6		30.05	48	47	42	56	"	"	10	"
11	1	7	3.6	"	N. E. by E.	4-6		30.05	47	46	41	55	"	"	10	"
Mid.	1	7	"	"	"	4-6		30.05	47	46	41	55	"	"	10	"

Commander Louis Kingsley
Saturday, November 10

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light air to moderate breeze from N.W. to N. by N. Fair and pleasant. Moon set about 4.50. Set all fore and aft sail at 1.50, and hauled down flying jib at 3.50. Passed out of Gulf Stream between 2.50 and 3.00. Fall of temperature of sea water of 9° between 2.00 and 3.00 and 5° between 3.00 and 3.30. At end of watch on course S. by N. 1/4 N., per Standard, under steam and all fore and aft sail except flying jib. Average steam 55 lb. Average revolutions 44. Apprentices at the wheel.

From 4 to 8 A.M.

Clear. Moderate breeze from N. by N. and N.E. At 4.30 changed course to S. N. 1/4 N.; took in main topsail. At 6.50 set fore and main topsail. Steaming 1/2 fair under Inlet A. B. and D.; fore and aft sail except flying jib set at end of watch. A sail in sight to N.W. and E. standing to S. at end of watch. Temperature of sea water falling. Average steam 55 lb. Revolutions 44. Apprentices at the wheel.

From 8 A.M. to Noon

Fair with light haze. Stiff to moderate breeze from N. by N. to N.E. Inlet A. B. and D. until 9 o'clock when changed to S. N. 1/4 N. Patent log reading 32.3. At about 9.00 took in fore and aft sail. Average steam pressure 55 lb. Revolutions 45. By order of the Commanding Officer and by name of the expiration of the term of confinement released J. H. Tenney, App. 3 cl., P. H. Knorr App. 3 cl., and S. H. Gulick App. 3 cl., and retired them to duty. Clearing ship. Unbuck all stowage gear. Bunk both lower chains at 9.00 worked with Sir William Thomson Machine Tool. At 12.00 obtained soundings in 16 fms. water, f. y. e. and blk. sp. Apprentice at wheel. Temp of mag. 78° 78° 78° 79°.

From Noon to 4 P.M.

Fair and hazy. Moderate breeze from N. by N. Barometer falling. Got both anchors ready for letting go. All round apprentices their bags. At 2.30 took sounding 16 fms. grey sand, broken shell. Patent log reading 65. At 3.30 took another 11 fms. grey sand broken shell, patent log reading 71.3. Under steam in Inlet A. B. and D. on course S. N. 1/4 N. At 12.55 changed course to S. N. patent log reading 53.3. Apprentices at wheel. Average steam 55. Average revolutions 43.

From 4 to 8 P.M.

Clearing and cold. Moderate breeze from S. N. and S. N. by N. Course S. N. (p.c.) until 4.10 when it was changed to S. N. 1/4 N. (p.c.) At 6 o'clock sighted Cape Henry Light bearing 1/2 point on port bow S. N. 1/4 N. (p.c.) Sailed sail and steamed in sight during watch. At 7 o'clock sighted Cape Charles Light bearing N. 1/4 N. (mag.) At 8 P.M. Cape Charles Light N. 1/4 E. (mag.) and Cape Henry Light N. 1/4 S. (mag.) Average steam 55 lb. Revolutions 43. Comended by Quarterly Board of Survey and by order of Commanding Officer three medals, 3 lbs. butter, marked to C. Ahrens, Contractor, June 1890.

From 8 P.M. to Midnight

Moderate to fresh breeze from N. by N. and N. by N. Clear and cool. Bright moonlight. At 8.20 passed into red sector of Cape Henry Light and changed course to N. N. W. 1/4 N. 1/2 N. Hauled in patent log at same time reading 55. Surrounding Cape Henry until 9.45 when came to anchor in Lynnhaven Bay in 6 1/2 fms. of water, rising to 4 1/2 fathoms on standard chain. Bearings from anchorage Cape Charles N. E. (p.c.) Cape Henry S. E. 1/4 E. (p.c.) Ship dead N. N. W. Passed several steamers and sail vessels. Bunked five and started distilling at 9.45. Bk tide, strength 17 knots per hour. Average steam 55 lb. Revolutions 43.

Examined and found to be correct.

Guaranteed
J. B. Minton, Lieutenant R. M.
Lieutenant R. M. Navigator.

LOG of the UNITED STATES

Ship Essex,

Third Rate,

At anchor in Lynnhaven Bay, Va, and in the York River, off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
Tidal Current																	
A. M.																	
1	1	7	Ebb	N. N. by W.	N. N. by W.	5				30.05	45	45	41	56	b.	none	10
2	1	6	"	"	"	5				30.05	45	45	41	56	"	"	10
3	0	9	"	"	"	4.5				30.05	45	44	40	56	"	"	10
4	0	2	"	N. N.	"	4.5				30.05	44	44	40	56	"	"	10
5	2	0	Flood	N. N. E.	"	4.5				30.06	44	44	40	56	"	"	10
6	1	0	"	"	"	4.5				30.05	44	44	40	56	"	"	10
7	0	8	"	N. E.	"	4.5				30.02	44	44	40	56	b. c.	circum. cum.	8
8	Underway			Various courses	N. N. W.	4.5				30.02	44	44	40	56	"	"	6
9	4	6		Under com. of	N. by W.	4.5				30.15	45	44	39	56	b. c. z.	"	8
10	4	6		Commanding Officer	"	4.5				30.16	45	43	38	56	"	"	9
11	5	4		"	"	3.4				30.17	45	43	38	56	"	"	9
Noon.	6	0		"	"	3.4				30.15	45	44	39	56	"	"	9

80. 4 Distance run by log.

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon:		
Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 3 A. M.		
Latitude by	0	"
Longitude by	0	"
Position at 3 P. M.		
Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

500 "

Water remaining on hand fit for use at Noon,

1689 "

Coal consumed during the preceding 24 hours,

9 tons 12 45 lbs.

Coal remaining on hand at Noon,

73 " 465 "

P. M.												
1	Standing up	York River	N. W. by N.	3	30.14	46	45	40	b. c.	circum.	8	
2	Underway	N. W.	"	3	30.12	48	47	42	"	"	9	
3	0 9 Ebb.	"	"	3	30.14	49	48	42	"	circum.	6	
4	0 6 "	"	"	2	30.13	50	46	42	"	"	7	
5	Underway	N. E. by N.	"	1-2	30.15	49	46	42	"	"	8	
6	0 6 Flood	N. E.	N. N. E.	2	30.16	48	45	41	"	circum. dist.	8	
7	0 8 "	"	"	2	30.17	47	44	40	"	"	9	
8	0 7 "	N. E. by E.	"	2	30.19	46	43	39	"	circum.	8	
9	Underway Ebb	East	"	2	30.20	45	42	39	"	"	7	
10	0 6 "	N. N. W.	"	1-2	30.21	44	43	40	"	"	7	
11	1 0 "	N. W. by N.	N. E. by N.	2	30.21	44	43	40	"	circum.	5	
Mid.	1 4 "	N. N. W.	N. N. W.	4-5	30.22	43	42	39	"	circum. acc.	1	

under the command of

Commander Louis Kingsley
Sunday, November, 11

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Moderate to stiff breeze from S.W. by W. Maximum strength ebb tide 1-7 knots. Banded fire. Distilling.

J. Purcell

From 4 to 8 A.M.

Clear, pleasant weather. Moderate to stiff breeze from N.W. by W. to S.W. Barometer falling slowly. Riding to the flood with banded fire, distilling until 7.00. At 7.30 made International S. O. J. D. answered by Cape Henry Light House. At 7.35 brought to starboard chain and slow 7.35 began heaving in and started ahead at about 7.45. Threw out reefs in topsails and forel. Steaming various courses, standing up the Chesapeake. Appointments at wheel.

George R. Davis

Lieutenant U. S. N.

From 8 A.M. to Merid.

Bright. Partly cloudy and hazy. Stiff to gentle breeze from S. by W. Barometer variable. Standing into Yorktown, under keel of Commanding Officer. At 12.00 Bury No. 3 off Fort Mifflin Light 300 paces on port bow distant 200 yards, under breeze S.W. by W. Under steam in boiler A, B, and D. Appointments at the wheel. Average steam 40 lbs. Revolutions 33. Temperature of magazine 79°-78° forward, 78°-78° aft.

N. P. Hoffman
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and cold. Gentle breeze from S.W. by W. Under steam alone, standing up York River, the Captain coming the ship. At 1.35 stopped engines and at 1.40 came to anchor. Starboard anchor in 7 1/2 fathoms water, rising to 45 fathoms chain. Magnetic bearings of anchorage: Gloucester Point S. 4 W., Yorktown Wharf S. 1/2 E. 1/2 W. Ship's head N. 1/2 W. Ship's draft forward 13 feet aft 16 feet. Allowed fire to die out under boiler A and D and banded fire under boiler B and commenced distilling. Emitted out steam launch and rigged ship for port. Ebb tide.

W. R. Caperton

From 4 to 8 P.M.

Partly cloudy and pleasant. Gentle breeze to light air from S.W. by S. to N.E. Barometer rising. Allowed liberty party to go ashore. Distilling with fire banded under boiler B.

Lieutenant U. S. N.

N. P. Hoffman
Ensign U. S. N.

From 8 P.M. to Mid.

Fair and cold. Wind light from S. N.E. backing to N. W. in moderate to stiff breeze. Turning to ebb tide about 9.15. Distilling with fire banded under boiler B.

W. R. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Medlin,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in the York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion Clear Sky in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
Ship's Head																		
A. M.	Tidal Current																	
1	0	6	Ebb	N. W.	N. W. by W.		4-6			30.25	39	38	37		o. c. g. d.'s cum. umb.	0		
2	0	4	"	"	North		4			30.25	38	37	36		b. c. w. p.	"	1	
3	0	2	"	N. W. by W.	"		3-4			30.26	39	38	37		b. c. w.	"	3	
4	Flack			N. by E.	"		3			30.26	38	37	36		"	"	1	
5	0	4	Flord	E. N. E.	"		3-4			30.26	38	37	36		"	"	4	
6	0	6	"	"	"		3			30.28	38	37	36		"	"	4	
7	0	8	"	E. S. E.	"		3			30.30	37	37	36		b. c.	cir. cum. cum. stab.	5	
8	0	7	"	East	"		3			30.32	37	37	36		"	"	5	
9	Swinging			North	N. N. E.		2			30.34	39	41	37		"	"	8	
10	0	1	Ebb	N. N. W.	"		2			30.36	41	40	36		"	"	8	
11	0	3	"	N. W. by W.	"		2-3			30.37	42	40	37		"	"	8	
Noon.	1	0	"	"	"		2			30.37	43	41	37		"	"	8	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	(Latitude by D. R.	0	"	"
	(Longitude by D. R.	0	"	"
	(Latitude by observations of ☉	0	"	"
	(Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	(Latitude by	0	"	"
	(Longitude by	0	"	"
Position at 8 P. M.	(Latitude by	0	"	"
	(Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

450 gallons.

Water *distilled* during the preceding 24 hours,

1061 "

Water remaining on hand fit for use at Noon,

2300 "

Coal consumed during the preceding 24 hours,

2 tons 450 lbs.

Coal remaining on hand at Noon,

71 " 15 "

P. M.																		
1	1	4	<i>Ebb</i>	<i>N. N. W.</i>	<i>N. N. W.</i>		2			30.36	44	43	38		<i>b. c.</i>	<i>cir. cum.</i>	8	
2	1	0	"	"	"		2			30.35	45	43	38		"	"	8	
3	0	8	"	<i>N. N. W. by W.</i>	"		1			30.34	46	44	40		"	"	8	
4			<i>Flack</i>	<i>N. N. W.</i>	<i>East.</i>		2			30.36	50	48	41		"	"	8	
5			"	"	<i>N. N. W.</i>		2			30.36	47	46	41		"	"	8	
6	0	2	<i>Flord</i>	<i>Swinging</i>	<i>East.</i>		0			30.36	44	43	40		<i>b. c.</i>	<i>now.</i>	10	
7	0	3	"	<i>S. E.</i>	<i>S. E.</i>		1			30.37	45	44	41		<i>b. c.</i>	<i>cir. cum.</i>	9	
8	0	6	"	"	"		0-1			30.37	45	44	41		<i>b. c.</i>	<i>now.</i>	10	
9			<i>Swinging</i>	"	"		0-1			30.36	45	43	40		"	"	10	
10			"	<i>S. S. W.</i>	"		1-2			30.36	44	42	39		<i>b. c.</i>	<i>cum. stab.</i>	8	
11	1	0	<i>Ebb</i>	<i>N. by W.</i>	<i>S. by E.</i>		1-2			30.35	46	43	40		"	<i>cir. cum.</i>	7	
Mid.	1	2	"	"	"		1-2			30.34	44	41	38		"	"	8	

under the command of

Commander Louis Kingsley
Monday, November 12

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate to fresh breeze, blowing in squalls first from N.W. by S. with flurries of snow until 2.00. Wind afterwards moderating. Cloudy and cold with morn' clearing at intervals. Ebb tide. A steamer passed down the River at 3.15. Distilling with fire banked under boiler B.

Geo. R. Black,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and cold. Gentle breeze from North. Barometer rising. Distilling
N. A. Foxman
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and cold. Light breeze from S. N.E. Towing to the ebb tide at 10 o'clock. Lubricated topgallant sails and rigging. Crew engaged blacking ship's side. Gunner's gang making preparations for target practice. P.A. Paymaster J. L. Hicks, U. S. N., Pay General Jas. Wells and Boiler Maker J. A. Black, left the ship for Norfolk, Va., on duty. Distilling with fire banked under boiler B. Temperature of magazines 78° 78° forward, 78° 78° aft.

W. H. Raperton,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Light breeze to light air from N.W. and East. Fair cool and pleasant. Ebb tide. Finished blacking ship's side. Set up two small arm targets on the Yorktown side. Sent ashore and scrubbed 1st and 2nd cutters, whaleboat, gig and dinghy. Distilling with fire banked under boiler B.

Geo. R. Black,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and cold. Calm and light air from N.W. and S.E. Towing to the flood tide at 7 o'clock. Distilling with fire banked under boiler B.

W. H. Raperton,
Lieutenant U. S. N.

From 8 P.M. to Midnight

Light air to light breeze from S.E. Fair and cold. Bright moonlight. Towing to ebb tide at 10.00. Distilling with fire banked under boiler B.

Geo. R. Black,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Maitland,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
Ship's head.																
A. M.			Tidal Current													
1	1	4	Ebb	Ch. by S.	Fly E.	2		30.34	44	41	38		b. c.	dis cum.	8	
2	1	5	"	"	"	2		30.35	44	42	39		"	"	7	
3	1	0	"	"	Fly W.	1-2		30.35	44	42	39		"	cum.	6	
4	0	6	"	Put.	"	1-2		30.35	45	43	40		"	"	4	
5	0	0	Flack	Ch. S. E.	"	1-2		30.34	45	43	40		"	cum. stat.	4	
6	1	0	Flord	S. E.	"	1-2		30.32	45	43	40		"	"	2	
7	0	8	"	"	"	2		30.31	45	43	40		"	"	2	
8	0	8	"	"	"	2		30.31	45	43	40		"	"	2	
9	0	8	"	North	S. S. E.	3		30.31	46	44	37		"	cum.	8	
10	Surging			N. N. W.		3		30.30	48	45	36		"	Cur. cum.	8	
11	0	1	Ebb	N. E. by W.	S. Fly W.	3-4		30.27	49	48	37		"	"	8	
Noon.	0	8	"	"	"	3-4		30.27	49	48	37		"	"	8	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

900 "

Water remaining on hand fit for use at Noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons 480 lbs.

Coal remaining on hand at Noon,

69 " 1775 "

P. M.																
1	1	0	Ebb	<i>Ch. by S.</i>	<i>S. E. by E.</i>	3-4		30.22	50	50	44		<i>b. c.</i>	<i>dis. cum.</i>	5	
2	1	2	"	"	"	3		30.19	52	50	45		"	"	6	
3	0	2	"	"	<i>S. E. by S.</i>	3-4		30.18	55	52	45		"	"	7	
4	0	0	<i>Flack</i>	<i>S. S. E.</i>	"	3		30.16	59	55	47		"	"	8	
5	<i>Surging to Flord</i>			"	"	2		30.15	54	52	46		"	"	7	
6	0	0	<i>Flord</i>	<i>Fly E.</i>	<i>Fly E.</i>	1-2		30.15	52	51	46		"	"	6	
7	0	4	"	<i>S. E.</i>	<i>S. E.</i>	1-2		30.15	53	51	47		"	<i>cum.</i>	5	
8	0	8	"	"	"	1-2		30.15	53	51	47		"	"	3	
9	0	8	"	"	"	1-2		30.15	53	51	47		"	"	3	
10	0	0	<i>Flack</i>	<i>Surging</i>	"	2		30.15	52	50	48		"	"	3	
11	0	0	"	"	"	2-3		30.14	52	49	46		<i>b. c.</i>	<i>numb.</i>	0	
Mid.	0	3	Ebb	<i>Ch. by S.</i>	"	2-3		30.13	53	50	47		"	"	0	

under the command of

Commander Louis Kingsley
Tuesday, November 13

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Light air and breeze from S. by E. and S. by N.
At 3.50 stopped distilling.

J. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and cold. Light air and breezes from S. by N. Flood tide.
Receipts in Dept. of Supplies and Accounts 98 $\frac{3}{4}$ lb. of fresh beef for issue to crew.
Fire banded under boiler B. for heating ship.

W. A. Caperton
Lieutenant U. S. N.

From 8 A.M. to Merid.

Gentle to moderate breeze from S. by N. and S. by N. Fair and cool.
Firing to Ebb between 8 and 9. Begun small arm target practice at targets on shore firing
from boats. 1st Division with rifles at 300 yards and forward Powder Division with revolvers at
30 yards. Fire banded under boiler B. for heating ship. P. A. Paymaster J. K. Beck's and Pay
Gentman J. Welch returned to the ship. Receipts in Pay Department Two thousand dollars
(\$5000) in currency. Temperature of magazine 77°-76° forenoon, 76°-76° aft.

J. R. Beach
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Gentle to moderate breeze from S. by N. and S. by N. Exercised 2nd
cutters and whale boats and gigs crews with sails and oars. 1st Division engaged in small
arm target practice. Ebb tide until 3.45. Discharged from the Naval Service this day by order
of Bureau of Navigation, as undesirable persons, Ephraim Nick (C.P.), Edmund J. Walsh (More Attd.),
Robert Butts (Sh. Cook #4 cl.) and J. A. Darby (Id.). Discharged by reason of expiration of term of
enlistment Richard M. Dealey (Mach.), John Le Roy (Clerk), Henry Davis (C.P.), Al. McLean (Sail) and
Charles Kiffen (Sail). Banded fire under boiler B. for heating purposes. Tested magazine flood cocks
and found them in working order.

J. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Light air to light breeze from S. by N. to S. by N. Partly cloudy and cool.
Firing to flood at 5.00. 1st Division finished rifle practice. Put down topgallant and
royal yards at sunset. Fire banded under boiler B. for heating purposes.

J. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Mid.

Fair then overcast and cloudy. Light air to light breeze from S. by N.
At 9.15 ship commenced eveninging to ebb and finished in 1 $\frac{1}{2}$ hours. Fire banded under boiler B. for
heating ship.

J. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

				WIND.				BAROMETER.		TEMPERATURE.					FORMA of Clouds, by symbols.		Prop. of Clear Sky, in fths.		State of the Sea.	
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at'd.	Amb. by Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.			
Tidal Current				Ship's head																
A. M.																				
1	1	0	Ebb	Ch by N.	Ch by S.	3-4			30.12	52	50	45		o. c.	scmb.		0			
2	1	2	"	"	"	4-5			30.10	50	50	46		o. c. sp.	"		0			
3	0	9	"	"	"	3-4			30.09	48	47	45		o. c. n.	"		0			
4	0	1	"	SE by Ch.	SE by Ch.	2-3			30.04	48	47	45		"	"		0			
5	0	0	Flack	Ch by Ch.	Ch by Ch.	3-4			30.03	48	47	45		"	"		0			
6	0	2	Flood	SE	"	3-4			30.03	48	47	45		"	"		0			
7	0	8	"	SE.	"	3-4			30.02	48	47	45		"	"		0			
8	0	8	"	"	SE.	3			30.05	48	47	45		"	"		0			
9	1	4	"	"	"	2-3			30.06	48	47	46		"	"		0			
10	0	8	"	SE.	"	2			30.07	48	47	46		"	"		0			
11	Surging to Ebb			to Ebb	"	2			30.06	49	48	46		o. c.	"		0			
Noon.	0	6	Ebb	West	Ch by Ch.	2-3			30.05	49	48	46		b. c.	curr. scmb.	2				

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. " " "
 Longitude by D. R. " " "
 Latitude by observations of ☉ " " "
 Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 3 A. M. Latitude by " " "
 Longitude by " " "

Position at 3 P. M. Latitude by " " "
 Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2250 "

Coal consumed during the preceding 24 hours,

1 tons 55 lbs.

Coal remaining on hand at Noon,

68" 1720 "

P. M.																
1	0	8	Ebb	Ch. N. Ch.	West	3		30.04	52	49	48		b. c. m.	curr. scmb.	4	
2	0	6	"	"	Ch. N. Ch.	3		30.03	54	51	50		"	"	5	
3	0	2	"	Ch. by N.	Ch. by N.	3		30.04	56	53	49		"	"	5	
4	0	2	"	"	"	2-3		30.05	56	54	49		"	"	6	
5	<i>Surging to flood</i>			"	"	2		30.06	58	52	44		"	"	8	
6	<i>SE by Ch.</i>			SE.	"	2		30.07	53	51	43		b. c.	"	7	
7	0	5	Flood	E. SE.	N. by Ch.	1-2		30.09	53	50	46		"	curr. scmb.	5	
8	0	5	"	"	N. by E.	2		30.11	54	49	45		b.	none	10	
9	1	4	"	"	SE.	2		30.13	51	47	44		"	"	10	
10	1	0	"	E. by S.	N. SE.	2		30.17	49	48	42		"	"	10	
11	0	0	Ebb	"	"	1-2		30.19	47	44	41		"	"	10	
Mid.	<i>Surging to Ebb</i>			to Ebb	"	1		30.20	47	44	41		"	"	10	

Commander Louis Kingsley
Wednesday November 14

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy weather. At about 1.00 a stiff breeze sprung up from the N by E. Moderating at about 1.45 when it began to rain drizzling. Numerous of water. Barometer falling. Riding to the Ebb tide. Light rain from N by E at end of watch. Bunked fire under boiler B, for heating purpose. Black water at end of watch.

Ferge R. Evans,

From 4 to 8 A.M.

Moderate to gentle breeze from N by E and NE. Overcast and hazy. Tide turned, flood at 5.00. Fire banded under boiler B for heating ship. Received in Pay Dept. the following fresh provisions: 98 1/4 lb. beef, 79 lb. bread, 197 1/2 lb. vegetables.

J. B. McCallen,
Lieutenant U.S.N.

From 8 A.M. to Noon.

Overcast first three hours with rain greater part of the time. Cloudy last hour. Light to gentle breeze from NE and N by E. At 9.30 mustered at quarters. Report of Commanding Officer placed L.A. Throck Appleby as a prisoner under charge of Master at Arms to answer to the charge of theft. At 11.30 A.M. a copy of the specifications and charges against L.A. Throck Appleby were delivered to him (to be tried before a Summary Court Martial). Black water about 10.15 and ship finished swinging. Ebb about 11.30. Bunked fire under boiler B for heating ship. Temperature of magazine 78°-76° ground, 75°-76° aft.

J. B. McCallen,
Lieutenant U.S.N.

From Noon to 4 P.M.

Fair. Light to gentle breezes from West to N by N. Barometer rising slightly. At 1.00 sent two firing parties to practice. At 1.15 broad sail to a brother. At 2.00 sent another firing party as at 1.00. At 3.00 fired sail. First Division finished small arm practice. Bunked fire under boiler B for heating ship. Riding to the ebb. Maximum drift at 1.00, 0 clock 0.8 kts. Powder Division finished small arm practice.

Ferge R. Evans,

Ensign U.S.N.

From 4 to 8 P.M.

Clear. Light air and breezes from N by N to N by E. Received from Norfolk Navy Yard in Department of Steam Engineering one Gibbs to cross head for H. P. guide. J. Black Boiler Maker returned on duty from Norfolk Navy Yard. Bunked fire under boiler B for heating ship. Lieut. Comdr. C. A. Chase U.S.N. left the ship on five days leave of absence.

J. B. McCallen,
Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear and bright moonlight. Light air and breezes from NE to N by E. Barometer rising. Turning to the Ebb last hour. Bunked fire under boiler B for heating purpose.

Ferge R. Evans,

Ensign U.S.N.

Examined and found to be correct.

J. B. McCallen,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in the York River off Yorktown Va.

WIND.						BAROMETER. TEMPERATURE.							State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. air'd.	Air, Dry Bulb.	Air, Wet Bulb.				
Ship's head																
A. M.	Tidal Current															
1	0	4	Ebb	N. N. by N.	N. N. E.	1			30.20	47	44	41		b.	none	10
2	0	8	"	N. N. by E.	"	0-1			30.21	47	44	41		"	"	10
3	1	3	"	"	"	0-1			30.21	47	44	41		"	"	10
4	1	1	"	"	Calm	1-0			30.22	46	43	40		"	"	10
5	0	0	Surging to Flood	"	"	0			30.22	46	43	40		"	"	10
6	0	4	Flood	E. N. E.	"	0			30.22	46	43	40		"	"	10
7	0	6	"	E. by E.	E. E.	1-2			30.22	46	43	40		b. c.	cum. steel	9
8	0	8	"	E. E.	"	2			30.22	46	43	40		"	"	9
9	0	8	"	"	"	1			30.22	46	43	40		b.	none	10
10	0	7	"	E. E. by S.	E. E. E.	2			30.22	46	45	43		"	"	10
11	0	5	"	N. E. E.	E. E. E.	2			30.22	46	46	44		"	"	10
Noon.	0	0	Surging to Ebb	"	E. E.	2			30.22	46	46	45		"	"	10

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 ' "
 Longitude by D. R. 0 ' "
 Latitude by observations of ☉ 0 ' "
 Longitude by chronometer from Forenoon Observations of ☉ 0 ' "

Position at 8 A. M. { Latitude by
 Longitude by

Position at 8 P. M. { Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1800 "

Coal consumed during the preceding 24 hours,

tons 2125 lbs.

Coal remaining on hand at Noon,

67 " 1835 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
1	1	4	Ebb	West	E. E.	2-3		30.24	59	55	50		b. c.	cir. cum.	9	
2	1	2	"	"	"	2-3		30.21	60	56	51		"	"	9	
3	1	0	"	"	"	2-3		30.20	61	57	51		b.	none	10	
4	0	8	"	N. by N.	"	2-3		30.20	61	57	52		"	"	10	
5	0	0	Black Surging to flood	"	"	2		30.20	58	56	51		b. m.	"	10	
6	0	1	Flood	E. E.	"	1-2		30.20	56	54	50		"	"	10	
7	0	4	"	E. by S.	Smith	1-2		30.21	57	55	51		"	"	10	
8	0	6	"	E. E. E.	E. E. E.	1-2		30.20	57	55	51		"	"	10	
9	0	7	"	E. E. E.	"	1		30.20	57	55	51		"	"	10	
10	1	0	"	"	"	2-4		30.20	57	55	51		"	"	10	
11	0	8	"	"	"	1		30.21	56	55	52		"	"	10	
Mid.	0	0	Black Surging to ebb.	"	"	1		30.21	56	55	51		"	"	10	

under the command of

Commander Louis Kingsley
Thursday, November 15

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Generally clear and cool. Bright moonlight. Barometer steady. Banked fire in boiler B. Calm to light air from N. E.

N. T. Coleman
Ensign U. S. N.

From 4 to 8 A. M.

Clear. Calm followed by light air and breeze from S. E. Tarring down. Banked fire under boiler B. Received in Dept. Supplies and accounts 9842 lb. each of fresh beef and vegetables. At 6.00 ceased light yard.

J. Russell
Lieutenant U. S. N.

From 8 A. M. to Merid.

Clear, pleasant weather. Light breeze from S. E. to S. W. at end of watch. Steady barometer. Finished tarring down. Quartermaster 3rd class O. Schleuter, reported the expiration of his term of enlistment and was paid off with and honorable discharge. Second Division finished revolving practice. 3rd Division finished rifle practice. Fire banked under boiler B, for heating purposes. Temperature of magazines 70° 69° forward, 68° 66° aft.

George R. Evans,

Ensign U. S. N.

From Merid. to 4 P. M.

Clear and pleasant. Light to gentle S. W. breeze. Barometer falling. At 1.20 Summary Court Martial was convened by order of Commanding Officer for the trial of H. A. Hanks, App. 3rd A. Court adjourned to await action of commanding authority at 2.25. Liberty party allowed ashore. Banked fire under boiler B for heating purposes.

N. T. Coleman
Ensign U. S. N.

From 4 to 8 P. M.

Clear. Moon rose at about 7.30. Light air and breeze from S. W. to S. E. Steady barometer. Taring to the flood between 4.00 and 5.00. Banked fire under boiler B. for heating purposes.

George R. Evans,
Ensign U. S. N.

From 8 P. M. to Mid.

Clear and cool. Moonlight. Moderate breeze from S. E. to calm. Barometer steady. Banked fire under boiler B. for heating purposes.

N. T. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. Meillon,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship *Essex*,
At anchor in the York River off Yorktown, Va.

Third Rate,

Hour.	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in Faths.	State of the Sea.
					Direction by Standard Compass.	Wind.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
Tidal Current																		
Ship's head																		
A. M.																		
1	0	8	Ebb	Heck	SE.	1-2				30.21	54	52	49	b.m.	none		10	
2	1	2	"	Ch by S.	SEW.	1				30.21	54	51	49	"	"		10	
3	1	4	"	"	"	1				30.21	53	51	49	b.c.	cir. cum.		9	
4	1	2	"	"	"	1				30.21	52	51	48	"	"		9	
5	1	0	"	Heck	"	1				30.21	52	51	48	b.o.m.	"		9	
6	1	0	"	Ch. by S.	SE.	1				30.21	52	51	48	"	"		9	
7	Surging			SE.	"	1-2				30.20	52	51	48	b.c.	cum. dist.		8	
8	0	6	Chel	SE.	"	2				30.21	52	51	48	"	"		7	
9	1	0	"	S. by E.	"	2-3				30.21	57	53	50	b.g.	none		10	
10	1	0	"	"	"	3-4				30.21	60	55	51	"	"		10	
11	1	0	"	"	"	4-5				30.20	62	59	54	"	"		10	
Noon.	0	8	"	"	"	5-6				30.20	64	61	55	"	"		10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

 { Longitude by D. R. 0 " "

 { Latitude by observations of ☉ 0 " "

 { Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 3 A. M. { Latitude by 0 " "

 { Longitude by 0 " "

Position at 3 P. M. { Latitude by 0 " "

 { Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

100 "

Water remaining on hand fit for use at Noon,

1400 "

Coal consumed during the preceding 24 hours,

1 tons 905 lbs.

Coal remaining on hand at Noon,

66 " 930 "

P. M.														
1	<i>Surging</i>		Ch. SE	Ch. SE	5-6	30.21	67	63	57	b.g.	none	10		
2	0	7	Ebb	"	5	30.21	67	64	59	"	"	10		
3	1	0	"	Chel	4	30.21	68	65	60	"	"	10		
4	1	0	"	"	3-5	30.21	68	65	61	"	"	10		
5	0	8	"	SE by S.	3-4	30.21	69	64	60	b.g.	circum	9		
6	0	6	"	SE	3-4	30.21	64	62	59	"	"	9		
7	<i>Chel</i>		"	SE	1-2	30.20	63	63	60	"	"	9		
8	<i>Surging</i>		to Chel	"	0-1	30.20	63	62	59	b.	"	10		
9	"	"	"	Ch. SE	0-1	30.21	63	62	59	b.m.	"	10		
10	0	4	<i>Chel</i>	SE	1	30.21	62	61	58	"	"	10		
11	0	3	"	SE	2-3	30.22	62	61	58	b.w.	"	10		
Mid.	0	0	<i>Chel</i>	Surging	2-4	30.22	62	61	58	"	"	10		

under the command of

Commander Louis Kingsley
Friday, November 16

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and cold. Bright moonlight. Light air from S.W. and S.E.W. Riding to the ebb tide. Fire banked under boiler "B" for heating ship.

W. R. Caperton.
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear pleasant weather. Light air and breeze from the S.W. Barometer steady. Received in Pay Department from the Contractors, fresh provisions as follows, viz: 79 lbs. bread, and 98 $\frac{1}{4}$ lbs each of beef and vegetables. Carried a hedgehog out on port quarter at about 7.50, Ship arriving to flood tide. Banked fire under boiler "B" for heating purpose.

George R. Soules.

Ensign U. S. N.

From 8 A.M. to Noon.

Hazy. Light to fresh S.W. breeze. Barometer steady. At 10.30 commenced and fired port primary battery at target, alchond 1500 yards, firing 9 shots from each gun. Tide turned, ebb at 12 $\frac{1}{2}$ clock. Got a spring from starboard quarter of starboard beam. At 4.30 commenced distilling with banked fire under boiler "B". Lieut. W. R. Caperton was detached from this ship by order of Navy Department and granted 3 months leave of absence. Temperature of magazines 70°-69° forward, 68°-68° aft.

N. P. Hoffman
Ensign U. S. N.

From Noon to 4 P.M.

Mild from N.E.W., variable in force and blowing in squalls. Clear and pleasant. Ebb tide. Stopped main battery target practice and hauled target in board, being unable to keep ship broadside on. Navigator Division began target practice with revolver. Distilling with fire banked under boiler "B".

Geo. R. Beach
Lieutenant U. S. N.

From 4 to 8 P.M.

Generally clear. Moderate breeze from N.E.W. to S.E.W. to calm. P.A. Paymaster J. L. Hicks U. S. N. left ship on five days leave. James Stephens, Cox, and Benj. Bailey, Mach., left ship in charge of Ensign W. M. Taylor and the Bayman to be transferred from this ship for treatment by order of the Navy Department. Distilling with banked fire under boiler "B".

N. P. Coleman
Ensign U. S. N.

From 8 P.M. to Midnight.

Light air to moderate breeze, hauling from N.E.W. to S.W. Clear and cool. Heavy dew. Slack water at 12.00. Bright moonlight. Distilling with fire banked under boiler "B".

Geo. R. Beach
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of the Surface Current.	Force of the Under Current.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
Tidal Current																
A. M.				Ship's head												
1	0	4	Ebb	SE.	NE.	2		30.22	61	60	55	b.	none	10		
2	0	5	"	"	"	2		30.21	61	60	55	"	"	10		
3	1	0	"	"	NE.	3		30.21	61	59	56	"	"	10		
4	1	0	"	"	"	3		30.21	61	59	57	"	"	10		
5	1	2	"	NE.	SE. by N.	3		30.20	61	59	57	b.c.	cum.	8		
6	1	2	"	N. by E.	"	3		30.20	62	59	58	"	cum. mist	2		
7	0	6	"	"	"	3		30.19	62	60	58	"	"	2		
8	0	7	Flood	SE. by N.	"	3-4		30.19	62	60	58	b.c.w.	atlat	1		
9	0	6	"	SE.	SE.	3-4		30.21	63	62	61	"	"	1		
10	1	2	"	"	"	2-3		30.22	66	63	62	b.c.g.	cir. cum.	4		
11	1	4	"	SE.	"	3-4		30.22	66	64	63	"	"	6		
Noon.	1	5	"	"	"	3-4		30.22	67	66	64	"	"	5		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

4 00 gallons.

Water *distilled* during the preceding 24 hours,

13 00 "

Water remaining on hand fit for use at Noon,

23 00 "

Coal consumed during the preceding 24 hours,

1 tons 14 15 lbs.

Coal remaining on hand at Noon,

64 " 14 55 "

P. M.																
1			Black	Surging to Ebb	SE.	3-5		30.22	71	68	66		b.c.g.	cir. cum.	5	
2	0	2	Ebb	N. by E.	"	3-4		30.22	69	66	64		"	cum. mist.	0	
3	0	4	"	N. by E.	"	3		30.22	68	66	65		b.c.	"	1	
4	0	3	"	NE. by N.	"	1-2		30.22	68	67	66		"	cir. cum.	5	
5	0	6	"	"	Variable	0-1		30.21	65	65	64		"	"	5	
6	0	5	"	"	"	0-1		30.18	65	65	64		"	cum. mist.	2	
7	0	4	"	"	"	0-1		30.18	64	64	63		"	"	3	
8	0	2	"	North	"	1-4		30.19	63	62	60		b.c.g.	"	1	
9			Black	"	North	1-4		30.20	59	59	57		"	cum. mist.	0	
10			Surging to Flood	"	"	1-4		30.20	58	55	54		"	"	0	
11	0	8	Flood	E. S. E.	"	1-4		30.20	56	54	53		"	"	0	
Mid.	1	2	"	East.	"	2-3		30.20	54	51	51		"	"	0	

under the command of

Commander Louis Kingsley
Saturday, November 17

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Light to gentle breeze from N. E. W. and West. Banked fire under boiler B. Distilling. Ebb tide.

H. Russell
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy weather. Gentle to moderate breeze from S. E. by N. Barometer steady. Received on board in Pay Dept. 87 1/2 lbs. fresh beef, 87 1/2 lbs. fresh vegetable and 70 lbs. fresh bread. Distilling with fire banked under boiler B.

U. D. Hoffman
Ensign U. S. N.

From 8 A.M. to Noon.

Light to moderate breeze blowing in puffs from S. E. Fair and pleasant using port gun, Duggs, Schuster, and H. Schiller 60 lbs. and about 100 lbs. of shot. Flood tide. Began target practice with secondary battery (1 pdr) range 1000 yards, observing fall of shot from ship and bank. Stopped practice at 11:00, the target being carried away. Brought wreck of target on board. At 11:50 called all hands to muster and read the sentence of the Punishment Court Martial in the case of C. A. Schock, App. 301, charged with theft. The specifications were found proved and the sentence was as follows: To be confined in dark room on bread and water for thirty (30) days with full rations every fifth day; to have months extra police duties and loss of pay for three months; loss of pay amounting to twenty-seven (27) dollars. In accordance with the recommendation of the Judge the Revenue authority changed that part relating to full rations from 'every fifth day' to every third day. That part relating to loss of pay was referred to the Secretary of the Navy. C. A. Schock was confined in accordance with the above. Distilling with fire banked under boiler B. Temperature of magazine 72° 72° forward, 66° 66° aft.

Geo. R. Beach
Lieutenant U. S. N.

From Noon to 4 P.M.

Overcast to clear. Light air to stiff breeze in puffs from S. E. Sent liberty party ashore. Ship finished swinging to ebb tide about 2 P.M. Banked fire under boiler B. Distilling.

H. Russell
Lieutenant U. S. N.

From 4 to 8 P.M.

Calmer and light air to moderate breeze variable in direction. Cloudy Ebb tide. All the liberty party of apprentices returned except S. H. Gulick. Distilling with fire banked under boiler B.

Geo. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Overcast and cloudy. Rain part of first two hours. Light air from North increasing to moderate and stiff breeze in squalls. Banked fire under boiler B. Distilling. Fresh water from 8:15 to 10:30 when the ship finished swinging to flood tide.

H. Russell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Melton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in the York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air, Surface.	Temp. of Air, 20 ft. below Surface.	Temp. of Water, at 20 ft. below Surface.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
Tidal Current																		
Ship's head																		
A. M.																		
1	0	8	Black	East	North	4-5		30.20	52	59	49		o. c. g. u.	unib.	0			
2	0	2	"	N. N. E.	N. N. E.	4-5		30.20	51	49	48		"	"	0			
3	0	3	Black	N. by W.	"	2-5		30.20	50	48	47		"	cur. unib.	0			
4	1	3	"	N. W.	"	3-4		30.20	50	48	47		o. c. g. s.	unib.	0			
5	1	4	"	"	"	3		30.20	50	48	47		o. m.	"	0			
6	1	2	"	"	"	2		30.25	50	48	47		"	"	0			
7	1	0	"	"	"	2		30.30	50	48	47		"	"	0			
8	Black	"	"	"	"	2		30.35	50	48	47		"	"	0			
9	Swinging to Black	"	"	N. N. E.	N. N. E.	2-5		30.30	51	49	48		o. c. g.	"	0			
10	0	2	"	N. by E.	"	2-4		30.35	49	49	48		"	"	0			
11	0	5	"	S. by E.	"	2-5		30.50	48	49	48		"	"	0			
Noon.		7		"	"	2-5		30.35	49	48	48		"	"	0			

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

500 gallons.

900 "

2700 "

1 tons 650 lbs.

63 " 1105 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Leeway.	Barometer.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air, Surface.	Temp. of Air, 20 ft. below Surface.	Temp. of Water, at 20 ft. below Surface.	State of the Sea.
1	0	6	Black	S. by E.	N. N. E.	2-3		30.35	50	49	48		o. c.	unib.	0			
2	0	Black	"	"	"	2-3		30.34	49	49	49		"	"	0			
3	0	Swinging to Black	"	"	"	2		30.34	50	49	48		"	"	0			
4	1	0	Black	N. W.	"	2		30.34	50	49	48		"	"	0			
5	1	4	"	N. N. by N.	North	2		30.34	49	48	47		o. c. d.	"	0			
6	1	0	"	N. N. by N.	"	2		30.34	49	48	47		"	"	0			
7	1	8	"	"	"	2		30.30	49	48	47		"	"	0			
8	1	2	"	N. W.	"	2		30.32	48	47	46		o. c. m.	"	0			
9	0	8	"	N. N. by N.	N. W.	2		30.33	49	48	46		"	"	0			
10	Black	"	"	N. W.	"	1-2		30.33	49	48	46		"	"	0			
11	Swinging to Black	"	"	"	"	1-2		30.32	49	48	47		"	"	0			
Mid.	2	"	"	S. E. by S.	"	2		30.32	49	48	47		"	"	0			

under the command of

Commander Louis Kingsley
Tuesday, November, 18

, U. S. Navy,
1894

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast, cloudy and damp. Light to stiff breeze from North to N. N. E. Stopped evaporating at 1.10. Barometer almost steady. Pumping to the Ebb between 3.00 and 4.00.

George R. Evans
Ensign U. S. N.

From 4 to 8 A.M.

Gentle to light breeze from N. N. E. Overcast and misty. Ebb tide. 8.30. Gulcher App 3rd returned on board 15 1/2 hours overtime. Received on board two Pay Dept 87 1/2 lbs. fresh beef, 87 1/2 lbs. fresh vegetables and 70 lbs. bread. Wine banked under boiler "B" for heating purposes.

Geo. R. Evans
Ensign U. S. N.

From 8 A.M. to Merid.

Overcast & cloudy. Light breeze from N. N. E. and N. E. Blowing stiff in squalls. At 9.00 unlisted all quarters. Comdy Officer inspected crew and ship and then held a review service. About 10.15 finished swinging to flood tide. Banked fires under boiler "D". Distilling

J. Purcell
Lieutenant U. S. N.

From Merid to 4 P.M.

Overcast and cloudy. Light to gentle breeze from N. N. E. Swung to the Ebb at 3. At 1 P.M. sent a liberty party of apprentices, just gone. At 1.10 stopped distilling. Banked fire under boiler "D" for heating ship.

J. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast and cloudy. Mist and drizzling rain. Light breeze from N. By order of Comdy Officer placed to haulage the ship (N. N. E.) under charge of Master-at-Arms to prevent idleness for supplying liquor on board ship. From 4 A. Hager N., Davis L., Brill A. and H. H. H. all apprentices 3rd class returned on board each 2 1/2 hours overtime. Banked fire under boiler "D" for heating ship.

J. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight

Overcast, cloudy & misty. Light air & breeze from the N. N. Barometer about steady. At 11.00 swinging to the flood. Wine banked under boiler "D" for heating purposes.

George R. Evans
Ensign U. S. N.

Examined and found to be correct.

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Kind Rate,

At anchor in the York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					TEMPERATURE.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 1/2.	At 1/4.	At 3/4.	At Wet Bulb.					
A. M.																			
1	0	8	Flood	S. E. by S.	N. N.	West	2			30.30	49	47	47		O.C. W.	numb	0		
2	0	5	"	"	"	"	2			30.30	50	48	47		"	"	0		
3	0	5	"	"	"	"	2			30.30	49	48	47		O.C.	"	0		
4	0	5	"	"	"	"	2			30.30	49	47	47		"	"	0		
5	1	2	"	"	"	"	2			30.29	49	47	47		O.C. W.	"	0		
6	1	4	"	"	"	"	2			30.29	49	47	47		"	"	0		
7	1	0	"	"	"	"	2			30.29	49	47	47		"	"	0		
8	1	0	"	"	"	"	2			30.29	48	47	46		"	"	0		
9	0	2	"	"	"	"	3			30.29	48	47	46		"	"	0		
10	0	0	"	"	"	"	3			30.30	48	47	46		"	"	0		
11	0	0	"	"	"	"	2			30.30	49	48	47		"	"	0		
Noon.	0	2	Flood	"	N. N. E.	N. N. W.	3			30.32	50	49	48		"	"	0		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2200 "

Coal consumed during the preceding 24 hours,

1 tons 50 lbs.

Coal remaining on hand at Noon,

62 " 1055 "

P. M.																			
1	0	2	Flood	S. E. by S.	West	2	3			30.32	50	49	48			O.C. W.	numb	0	
2	0	3	"	"	"	2	3			30.31	50	49	48			O.C.	numb	4	
3	0	2	"	"	"	1	2			30.31	50	50	50			"	"	8	
4	0	6	"	"	"	1	3			30.34	50	54	51			"	"	8	
5	0	6	"	"	"	1	3			30.32	55	53	50			"	"	8	
6	1	4	"	"	"	2	3			30.30	53	52	50			"	"	5	
7	1	2	"	"	"	2	3			30.30	52	51	50			"	"	4	
8	1	0	"	"	"	2	4			30.30	51	49	46			"	"	3	
9	0	8	"	"	"	3	3			30.32	49	47	44			"	"	6	
10	1	0	"	"	"	3	3			30.32	48	46	43			O.C.	numb	10	
11	0	9	"	"	"	1	3			30.32	47	45	42			"	"	10	
Mid.	0	0	Flood	"	"	2	3			30.32	46	43	40			"	"	10	

under the command of *Commander Louis Kingsley*
Monday, Nov. 19th

, U. S. Navy,
, 1894.

List of Punishments

8 A.M. to Merid

Barometer

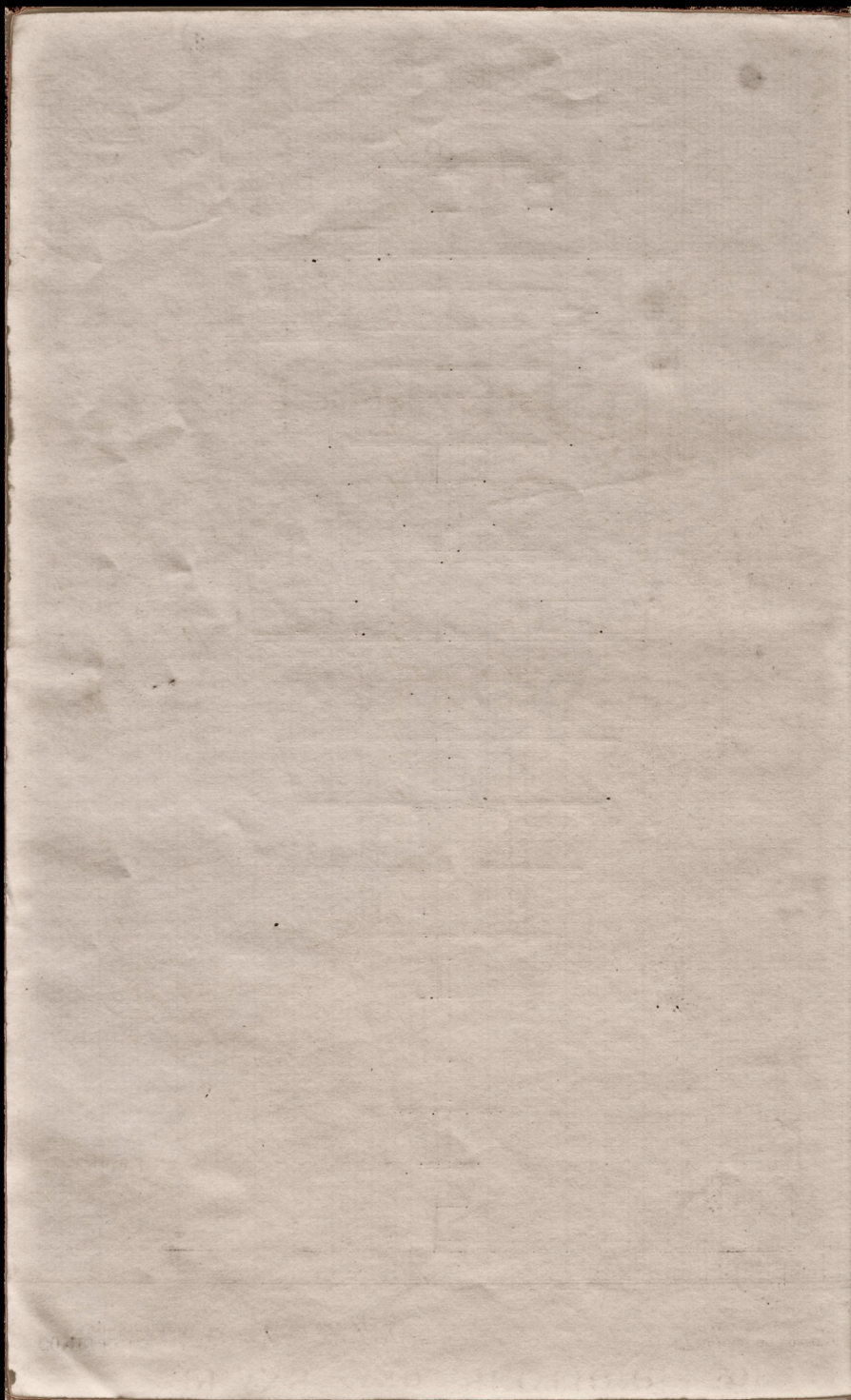
	Names	Rate	Offenses	Punishments	Soldier
Pro	James P. James E. Gusset H. Jesse J.	Appo 3 rd cl.	Stealing big duty and packing description off crew Retaining from Liberty dinner	4 hours extra duty Quarantined until further order	for 15 d. N.
J. fi	James O. Baldwin S. A. Blanch C.	"	Not storing hammocks when all hands called Quarantining Liberty 15 th hour Leaving clothes lying around the deck Clothes not marked Leaving clothes laying around deck	4 hours extra duty Quarantined until further order 2 hours extra duty	in to each of
Pro	Blair M. B. Brigman S.	"	"	"	Purcell Quarantined to 15 d. N.
At	Kear J. J. James S. J. Frederick R. Young L. F.	"	Out of uniform wearing an regulation cloth Disobedience Order Being mutinied when Leaving clothes ashore Marking false spots at mess formation	Quarantined for Liberty 6 hours extra duty 4 "	Quarantined to 15 d. N.
At	Baker A. Languecker M. L.	"	"	4 "	going to cable on
port	Quinn M. A.	"	Stealing a watch cap from crew on endowment	Quarantined until further order	floor. Carried target
net	Languecker M. C.	"	"	"	the way. Throwing
to	Davis J. L.	"	"	"	cutts were assigned
by	James E.	"	Not having watch cap marked	4 hours extra duty	about leave from 11.00.
ten	Kelly P.	"	"	4 "	ating purposes.
	Grathman W. A.	"	"	4 "	
	Thay A. P.	"	"	4 "	
	Yaffman F. J.	"	Stealing	4 "	Ensign W. F. N.
From	Brigman S. Kirk H. A. Baumer L. A.	"	"	4 "	
	"	"	Filthy person Late hammock	2 "	Barometer variable
J. C.	Thiel H. W.	"	Quarantining Liberty 2 nd hour	Quarantined for Liberty	as released from 2.30
to	Davis J. L.	"	"	"	the Commanding Officer
the	Baldwin S. A.	"	"	"	liquor on board ship.
the	Bills A. J.	"	"	"	is Division furnished
fire	Baker M.	"	"	"	two bottles B.
	And S. A.	"	Leaving wet clothes on capstan engine	4 hours extra duty	
	Weller F. H. B.	"	"	4 "	
	Weller F. H.	"	"	4 "	
	Augustine S. J.	"	Leaving clothes laying around berth deck	2 "	T. Coleman
	Frederick R.	"	Leaving distill cans in 2 nd after and deck of gun	6 "	Ensign W. F. N.
From	Young L. F.	"	"	6 "	
	McKiff W. D.	"	"	6 "	
	Kear J. J.	"	Stealing brass & expatriating in boots	8 "	Mr. when would
back	Young J. A.	"	Stealing another boys shirt	Quarantined until further order	ids and housed
tops					in, L. Bruley Appo'd.
two					for blocking starboard
gate					steering purpose.
					Ensign W. F. N.

Clear and cool. Gentle to light breeze from North to N. E. Barometer steady
Banked fire under boiler B.

N. J. Coleman
Emergent U. S. N.

Examined and found to be correct.

J. B. Melton
Lieutenant U.S.N. Navigator.



, U. S. Navy,
1894.

From Midnight to 4 A.M.

Overcast - cloudy weather: light breeze from N.W. to N. Barometer steady.

N. D. Coleman
Ensign U.S.N.

From 4 to 8 A.M.

Overcast & cloudy. Misty. Light breeze from N.W. Received in Dept. of supplies and accounts 78 lbs. fresh beef and 87 1/2 lbs. each of fresh beef and vegetables - Baked fire under boiler B.

J. S. Purcell
Lieutenant U.S.N.

From 8 A.M. to Merid.

Overcast and cloudy weather. Light to gentle breeze from West to N.W.

At 8.15 sprung ship around to heading about N.E. against Ebb tide, using spring to cable on port side. Carried kedge well out on starboard quarter in order to hold ship to flood. Carried target out but was unable to hold target practice on account of ebb current being in the way. Sprung to flood at 10.00. Barometer rising. At about 10.15 mustered at quarters. Punishments were assigned by the Commanding Officer as follows: (See list) J. J. Nicholson (C Mate 3^d class) about without leave from 11.00. Temperature of magazines 72° 73° forward, 66° 66° aft. Baked fire under boiler B for heating purposes.George K. Corvair
Ensign U.S.N.

From Merid. to 4 P.M.

Partly cloudy. Gentle breeze to light air from West to N.W. Barometer variable. J. J. Nicholson, C Mate 3^d class, returned from leave. Charles A. Pinckney App 3^d class, was released from 2.30 to 3.30 for exercise, in single wire, by order of the Commanding Officer. By order of the Commanding Officer Charles Wheeler, Motor 2^d class, was directed to Landman for attempting to smuggle liquor on board ship. Charles Griffin, Seaman, was enlisted on this ship for three years. The Navigator's Division finished firing with revolvers at target on shore. Baked in kedge anchor. Fire baked under boiler B.N. D. Coleman
Ensign U.S.N.

From 4 to 8 P.M.

Fair. Light air and breeze from N.E. and N.W. until last hour, when wind backed to Northward in moderate squall. At sundown sent down topgallant yards and hoisted topgallant masts. The following punishments were assigned by the Commanding Officer, L. B. B. App 3^d class, two hours extra duty for smoking; A. S. Bland App 3^d class, one hour extra duty for blocking starboard gangway forward under forecath. Barometer steady. Fire baked under boiler B for heating purposes.George K. Corvair
Ensign U.S.N.

From 8 P.M. to Mid.

Clear and cool. Gentle to light breeze from North to N.E. Barometer steady. Baked fire under boiler B.

N. D. Coleman
Ensign U.S.N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Height of Clear Sky, in fathoms.	State of the Sea.	
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
Tidal Current																		
A. M.				Ship's head.														
1	0	6	Flood	East	N.E.		3-4	3		30.31	47	41	40	b.m.	none	10		
2	0	8	"	E. N.E.	"		2-3	3		30.32	48	42	40	b.o.	cir. cum.	6		
3	0	5	"	"	"		2	3		30.32	48	43	40	"	"	8		
4	0	0	Flack	"	"		2	3		30.22	48	43	40	b.	none	10		
5	1	2	Ebb	N. N.E.	"		4-5			30.42	48	40	38	b.e.g.	cir. cum.	8		
6	1	4	"	N. by E.	"		3-4			30.42	45	40	38	"	cum. strat.	5		
7	1	4	"	N.E.	"		3-4			30.48	43	40	38	"	dist.	6		
8	1	2	"	"	"		3			30.55	40	37	36	b.e.	"	6		
9	1	0	"	"	E. N.E.		3-5			30.62	42	41	39	"	cir. cum.	8		
10	0	8	"	North	"		3-5			30.63	43	41	39	"	"	8		
11	0	6	"	"	"		3-4			30.65	45	44	41	"	cir.	9		
Noon.			Flack	N. N.E.	East		3-4			30.72	46	44	42	"	"	9		

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Latitude by	0	"
Position at 8 A. M. Longitude by	0	"
Latitude by	0	"
Position at 8 P. M. Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

450 gallons

1750 "

tons 1700 lbs.

61 " 1590 "

P. M.																		
1	0	4	<i>Flack</i>	<i>Moved Head N.E.</i>	<i>E. F.E.</i>		3			30.74	47	45	43		<i>b.o.</i>	<i>cum.</i>	5	
2	0	6	"	<i>N.E. by E.</i>	<i>East</i>		4			30.75	47	45	43		"	"	5	
3	0	8	"	<i>N.E.</i>	<i>E. by N.</i>		4			30.76	47	46	44		"	<i>cir. cum.</i>	4	
4	0	8	"	<i>E. N.E.</i>	<i>East</i>		4			30.76	47	46	44		"	"	4	
5	0	4	"	"	<i>E. N.E.</i>		3			30.70	49	40	44		"	"	5	
6			<i>Flack</i>	"	"		3-4			30.70	48	45	43		"	<i>cum.</i>	5	
7			<i>Turning to Ebb.</i>	"	<i>East</i>		4-5			30.69	48	45	43		<i>b.o.</i>	"	0	
8	0	2	<i>Ebb</i>	<i>N. N. by E.</i>	<i>N.E.</i>		5			30.69	48	45	43		"	"	0	
9	1	0	"	"	"		1-2			30.62	47	48	47		"	"	0	
10	1	2	"	"	<i>E. F.E.</i>		2-3			30.61	48	51	50		"	"	0	
11	1	0	"	"	"		2-3			30.60	48	51	50		<i>b.e.g.</i>	"	0	
Mid.	0	0	<i>Flack</i>	<i>N.E.</i>	<i>East</i>		2			30.59	48	51	50		"	"	0	

under the command of

Commander Louis Kingley
Tuesday, November 26

, U. S. Navy,
1894.

List of Punishments

8 A.M. to Noon.

Names.	Rate.	Offenses.	Punishment.
Wilson, G. A.	App. 3 class	Late hammock	1 hour extra duty
Howe, J.	"	"	1 " " "
Bradburn, J. J.	"	"	1 " " "
Price, P.	"	Flipping under topgallant forecastle while opening yards	3 " " "
Harvey, J. C.	"	Profane swearing on quarter deck	3 " " "
On: Cliff, J. C.	"	Ordering to scrub clothes in morning watch	2 " " "
Kirk, J.	"	Obelisk to Officer of Deck and Mast at times	10 hours extra duty.
Gilbert, A. L.	"	Using insulting language towards a petty officer	2 " " "
Lawson, J. R.	"	"	2 " " "
Lawson, J. R.	"	"	2 " " "
Morgan, G.	"	"	2 " " "
Morris, J.	"	"	2 " " "
Jeffers, G. A.	"	"	2 " " "
Lawson, G.	"	Whistling on berth deck	2 " " "
Lawson, G.	"	Flipping at General Quarter	3 " " "

and cool. Bright moonlight
on ship.

Coast.
Lieutenant G. I. N.

N.E. Barometer rising very
slowly reported his return
yards. Received on board
stable and 70 lbs. bread.

Coast.
Ensign G. I. N.

to East. Barometer rising
slowly in charge of Ensign
Morgan App. 3 class, who

confined in double wire for three days for disobedience of orders. The following punishments were
administered by order of Commanding Officer (Earliest) Got sprung on starboard chain pipe banked under
boiler B. for heating purposes. At 11.00, decided that the mercurial barometer was out of order, probably broken by
discharge of gun.

N. D. Coleman
Ensign G. I. N.

From Noon. to 4 P.M.

Clear and cool. Fresh breeze from East, E. by S., and E. S.E. Lieut. J. R. Clark
G. I. N. was ordered to appear before the board for the examination of officers for promotion, in
Washington on the 22nd instant. Engaged during watch at target practice, expending 27, 4" shell,
60, 6 pdr. shell and 10, 1 pdr. shell. Riding to flood with 75 fathoms chain with a spring on
the cable and a hedge on the starboard quarter pipe banked under boiler B. for heating purposes.

Montgomery
Ensign G. I. N.

From 4 to 8 P.M.

Partly cloudy and cool. Gentle to stiff breeze from East to N.E. Barometer falling
Lieut. J. R. Clark left ship under order from Department for examination for promotion. Banked fire
under boiler B. for heating purposes.

N. D. Coleman
Ensign G. I. N.

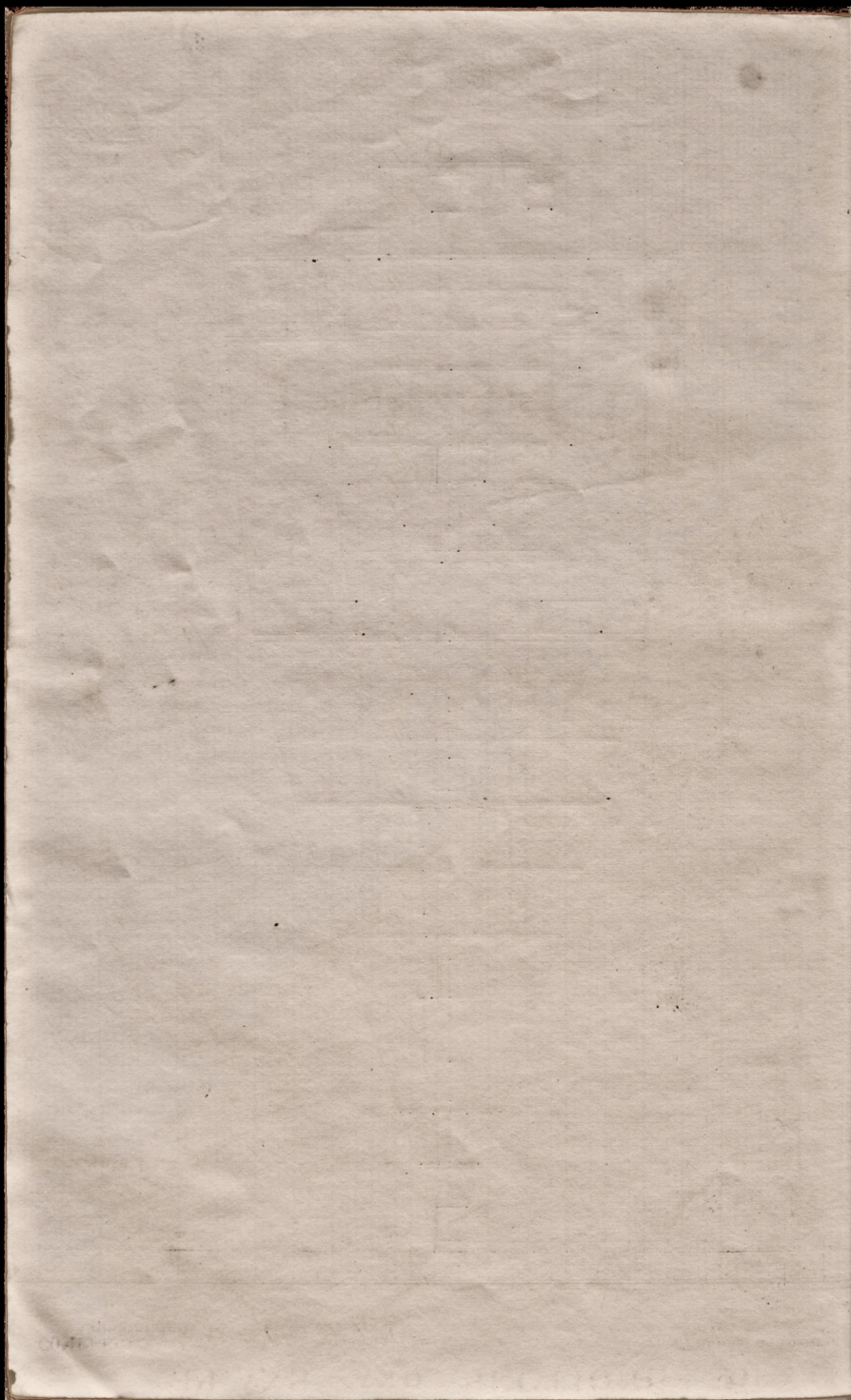
From 8 P.M. to Midnight.

Overcast. Passing showers last part. Light air to gentle breeze from N.E.
shifting to E. S.E. and East. Black water at 11.30. Banked fire under boiler B. for heating purposes.

Montgomery
Ensign G. I. N.

Examined and found to be correct.

J. B. Milton,
Lieutenant G. I. N. Navigator.



U. S. Navy,
1894.

Midnight to 4 A.M.

Moderate to light breeze from N.E. Fair and cool. Bright moonlight. Flood tide. Black water at 4.00. Banked fire under boiler "B" for heating ship.

Geo. R. Brown
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and cool. Gentle to moderate breeze from the N.E. Barometer rising very rapidly. Squally first part. Riding to the ebb tide. Ensign M.M. Taylor reported his return from duty. At 7.45 sent up topgallant masts and topgallant and royal yards. Received on board in Pay Dept. from the Extractors 38 $\frac{1}{2}$ lbs. fresh beef, 87 $\frac{1}{4}$ lbs fresh vegetables and 70 lbs. bread. Banked fire under boiler B. for heating purposes.

George R. Brown,
Ensign U.S.N.

From 8 A.M. to Merid.

Clear and cool. Stiff to gentle breeze from E. N.E. to East. Barometer rising. Fired three shots from 4 inch R. F. Gun No. 48, at 1500 yards. First boat crew in charge of Ensign Coleman to move across clear of target. By order of Commanding Officer the Morgan App. 3 class were confined in double rows for three days, for disobedience of orders. The following punishments were administered by order of Commanding Officer (Earliest) Got spring on starboard chain pipe banked under boiler B. for heating purposes. At 11.00, decided that the mercurial barometer was out of order, probably broken by discharge of gun.

N. D. Coleman
Ensign U.S.N.

From Merid. to 4 P.M.

Clear and cool. Fresh breeze from East, E. by S., and E. S.E. Lieut. G. R. Clark U.S.N. was ordered to appear before the board for the examination of officers for promotion, in Washington on the 22nd instant. Engaged during watch at target practice, expending 27, 4" shell, 60, 6 pdr. shell and 10, 1 pdr. shell. Riding to flood with 75 fathoms chain with a spring on the cable and a hodge on the starboard quarter pipe banked under boiler B. for heating purposes.

Montgomery
Ensign U.S.N.

From 4 to 8 P.M.

Partly cloudy and cool. Gentle to stiff breeze from East to N.E. Barometer falling. Lieut. G. R. Clark left ship under order from Department for examination for promotion. Banked fire under boiler B. for heating purposes.

N. D. Coleman
Ensign U.S.N.

From 8 P.M. to Mid.

Overcast. Passing showers last part. Light air to gentle breeze from N.E. shifting to E. S.E. and East. Black water at 11.30. Banked fire under boiler B. for heating purposes.

Montgomery
Ensign U.S.N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in the York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
Tidal Current				Ship's head.				Answered								
A. M.																
1	0	5	Flood	SE. by E.	East	2-3		30.53	56	52	51		o. c. n.	cum. mist.		0
2	1	8	"	"	"	1		30.51	57	53	52		"	"		0
3	1	4	"	"	E. S. E.	1		30.49	56	52	51		"	"		0
4	0	8	"	East	N. E.	1-2		30.48	56	52	51		o. c. d.	"		0
5	0	7	"	S. E. by E.	"	1-2		30.48	56	52	51		"	"		0
6	0	0	Black	N. E.	"	1		30.44	56	52	51		o. c. m. w.	"		0
7	0	8	Ebb	"	N. E.	3		30.44	56	52	51		"	"		0
8	1	0	"	"	"	4		30.44	56	52	51		"	"		0
9	0	6	"	"	"	3-4		30.48	56	46	46		o. c. m.	"		0
10	0	4	"	"	"	3		30.48	56	47	46		o. c. n.	"		0
11	0	2	"	"	N. N. E.	2		30.44	50	47	46		o. c. rd.	"		0
Noon.	0	0	Black	"	N. E.	2		30.40	53	47	46		"	"		0

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1300 "

Coal consumed during the preceding 24 hours, 1 tons 325 lbs.

Coal remaining on hand at Noon, 60 " 1365 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear Sky, in fathoms.	State of the Sea.
1	0	0	<i>Springing to flood</i>	<i>NE.</i>	<i>NE.</i>	<i>1-2</i>		<i>30.36</i>	<i>52</i>	<i>49</i>	<i>49</i>		<i>b. c.</i>	<i>cum.</i>		<i>2</i>
2	1	0	<i>Flood</i>	<i>NE.</i>	<i>Calw.</i>	<i>0</i>		<i>30.34</i>	<i>53</i>	<i>52</i>	<i>51</i>		"	"		<i>4</i>
3	1	4	"	"	"	<i>0</i>		<i>30.34</i>	<i>53</i>	<i>52</i>	<i>51</i>		"	<i>cir. cum.</i>		<i>6</i>
4	1	0	"	<i>SE.</i>	"	<i>0</i>		<i>30.34</i>	<i>56</i>	<i>53</i>	<i>52</i>		"	"		<i>7</i>
5	0	4	"	<i>SE. by E.</i>	"	<i>0</i>		<i>30.35</i>	<i>56</i>	<i>52</i>	<i>51</i>		"	"		<i>9</i>
6	0	1	"	<i>E. by N.</i>	<i>SE.</i>	<i>1</i>		<i>30.36</i>	<i>56</i>	<i>52</i>	<i>51</i>		<i>b. w.</i>	<i>unc.</i>		<i>10</i>
7	0	1	<i>Ebb</i>	<i>N. W. by N.</i>	<i>SE.</i>	<i>1</i>		<i>30.36</i>	<i>58</i>	<i>54</i>	<i>53</i>		"	"		<i>10</i>
8	1	2	"	"	<i>Calw.</i>	<i>0</i>		<i>30.36</i>	<i>58</i>	<i>54</i>	<i>53</i>		"	"		<i>10</i>
9	1	2	"	"	"	<i>0</i>		<i>30.38</i>	<i>58</i>	<i>53</i>	<i>52</i>		<i>b. w.</i>	"		<i>10</i>
10	1	4	"	"	<i>NE.</i>	<i>1</i>		<i>30.38</i>	<i>57</i>	<i>53</i>	<i>52</i>		"	"		<i>10</i>
11	1	0	"	<i>N. by N.</i>	<i>Calw.</i>	<i>0</i>		<i>30.40</i>	<i>58</i>	<i>54</i>	<i>53</i>		"	"		<i>10</i>
Mid.	0	8	"	<i>N. N. W.</i>	"	<i>0</i>		<i>30.40</i>	<i>58</i>	<i>54</i>	<i>53</i>		"	"		<i>10</i>

Commander Louis Kingsley
Wednesday, November 21

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy. Occasional light rain. Light air to gentle breeze from E. S.E. to N.E. Banked fires under boiler "B". Flood tide from 12.30. Banked fires under boiler "B", for heating purposes.

J. H. Purcell

Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast with drizzling rain. Light to moderate breeze from N.E. to N.W. Lieut Comdr. J. H. Purcell returned from leave. Received on board the following fresh provisions, 85 lbs. meat, 68 lbs. bread and 85 lbs. vegetables. Banked fires under boiler B for heating purposes.

N. A. Holman
Ensign U. S. N.

From 8 A.M. to Noon.

Overcast. Passing showers. Light to moderate breeze from N.W. and N.E. Got out target and fired 10 shots from 1 Pdr. when firing stopped on account of sails. Navigator Division engaged in small arm practice. Black water at noon. Temperature of magazines, forward Max. 68° Min. 66°. Aft 62° Max. 62° Min. Banked fires under boiler B. for heating purposes.

Montgomery H. Taylor

Ensign U. S. N.

From Noon to 4 P.M.

Cloudy to clear. Light air and breeze from N.W. followed by calm. Flood tide from 12.45. At 12.30 Got out spring of cable and sent out kedge. Firing ship to bring starboard gun to bear on target 1000 yards distant. At 2.20 began target practice with 6 Pdr. R. P. Fired 55 shots from Diego Schwabler No. 39 and 50 shots from Hotchkiss No. 88. Navigator Division firing with rifles at shore target 300 yards range from bow. At 1.27 started distilling. Banked fires under boiler B.

J. H. Purcell

Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and cool. Very damp back pack. Light air from S.E. and S.W. to calm. Black water at 7.05. Firing to end at 7.50. Navigator Division engaged at small arm practice. Distilling with fires banked under boiler B.

Montgomery H. Taylor

Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and damp. Calm. Light air from N.W. second hour. Ebb tide. Distilling. Banked fires under boiler B. The following Officers 3 cl., served two hours extra duty, each in accordance with furnishings previously awarded by Commanding Officer, viz: L. P. Young, A. A. Lindberg, A. Busch, A. Barker, J. A. Malin and M. A. Matthews.

J. H. Purcell

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in the York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Progn. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
Idol Current																			
A. M.																			
1	0	0	Black	West	Calms		0			30.42	57	51	51		b.w.	none	10		
2			"	Turning to flood	"		0			30.42	55	51	50		"	"	10		
3	0	8	Black	S.E. by S.	S.E.		1			30.43	53	49	49		b.w.f.	"	10		
4	1	0	"	"	"		1			30.44	53	49	48		"	"	10		
5	1	2	"	S.E.	Calms		0			30.45	53	49	48		"	"	10		
6	1	0	"	S. by W.	"		0			30.48	53	49	48		"	"	10		
7	0	0	Black	Turning	"		0			30.49	53	49	48		"	"	10		
8	0	8	Black	East	"		0			30.54	53	49	48		"	"	10		
9	1	2	"	"	S.W.		0-1			30.57	51	48	47		f.	—	0		
10	1	0	"	"	Calms		0			30.57	54	49	49		"	—	0		
11	0	9	"	"	"		0			30.57	54	49	49		"	—	0		
Noon.	0	3	"	"	S. N.E.		0-1			30.58	55	50	49		"	—	0		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

1368 "

Water remaining on hand fit for use at Noon,

2168 "

Coal consumed during the preceding 24 hours,

1 tons 1160 lbs.

Coal remaining on hand at Noon,

59" 205 "

P. M.																	
1	0	2	S. N.W.	N.E.	1				30.54	57	53	52		f.	—	0	
2	0	0	Black	"	1				30.52	56	53	52		"	—	0	
3	0	6	E. S.E.	S.E.	0-1				30.50	57	54	53		b.e.w.	—	3	
4	0	7	"	East	0-1				30.49	56	53	52		"	com. mist	2	
5	0	8	"	E. S.E.	1-2				30.50	54	52	51		f.	—	0	
6	0	7	"	"	1-2				30.51	54	52	51		"	—	0	
7	0	0	Black	"	1-2				30.51	54	52	51		"	—	0	
8			Turning to East	"	1-2				30.52	56	52	51		"	—	0	
9	0	4	S. N.W.	South	1				30.51	57	52	51		f.w.	—	0	
10	1	3	"	S.W.	1-3				30.50	58	53	52		"	—	0	
11	1	6	S. by N.	"	3				30.50	57	53	52		"	—	0	
Mid.	1	2	West.	S. S.W.	2				30.49	58	52	51		"	—	0	

Commander Louis Kingsley
Thursday, November 22

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear with very heavy dew, first part. Fog set in about 2.20. Calm, first part, light S.W. air latter part. Towing to the flood at about 2.00. Fire barked under boiler B for heating purposes. Distilling.

George R. Evans,

Ensign U. S. N.

From 4 to 8 A. M.

Foggy and wet. Calm. P. A. Paymaster T. B. Hicks returned from leave. Bent light sails and crossed light yards at 8.30 o'clock. Distilling with fire barked under boiler B. Received in Pay Department 68 lbs. bread, 85 lbs. beef and 85 lbs. vegetables. Black water at 7.30.

Montgomery M. Veyler

Ensign U. S. N.

From 8 A. M. to Noon.

Dense fog. Calm. Occasional light air from N.W. and S.W. At 9.30 mustered at quarters. Engineers Division fired at target from boat 30 yards range with pistols and all others finished the same target practice. Apprentices scrubbed and repaired clothes. Distilling. Barked fire under boiler B. At tide temperature of magazines 67° 66° forward, 62° 62° aft.

J. H. Purcell

Leutenant U. S. N.

From Noon to 4 P. M.

Foggy first part, lifting at about 2.40. Light air from N.E. to S.E. during watch, veering and backing. Barometer falling. Apprentices overhauling bags. Put Engineers Division and those of Navigators Division who had not fired, also servants for small arms practice. Fire barked under boiler B. for heating purposes. Low water slack at about 2.00. Distilling.

George R. Evans,

Ensign U. S. N.

From 4 to 8 P. M.

Dense fog. Light air and breeze from E. S.E. followed by calm. Distilling. Barked fire under boiler B. Black water about 6.45. Punquing from 7.15 to end of watch.

J. H. Purcell

Leutenant U. S. N.

From 8 P. M. to Midnight.

Foggy. Light air to gentle breeze from S.W. to S.E. Barometer falling slightly. Fire barked for heating purposes and distilling. At tide.

George R. Evans,

Ensign U. S. N.

J. B. Mutton,

Leutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,

At anchor in the York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 1/4.	Air Dry Bulb.	Air Wet Bulb.				
Tidee Current																	
A. M.				Ship's head													
1	0	6	Ebb	West	S. S. W.		2			30.49	56	52	53	f. w.	—	0	
2	0	0	Black	"	"		2			30.48	56	53	53	o. c. w.	—	0	
3	0	0	Black	S. E.	"		2			30.48	56	53	52	"	—	0	
4	1	0	"	"	"		2			30.47	56	53	52	"	—	0	
5	1	2	"	"	"		2			30.47	56	53	52	b. c. w.	cum. mist.	4	
6	1	4	"	"	"		2			30.44	56	53	52	"	"	2	
7	0	0	Black	S. S. W.	"		2			30.42	56	53	52	"	cum. mist.	2	
8	0	6	Ebb	"	"		2-3			30.40	56	53	52	"	cum. mist.	1	
9	1	0	"	N. S. W.	"		1-2			30.40	58	58	57	b. c.	circ. cum.	7	
10	1	4	"	S. W.	S. W.		2-3			30.38	62	59	59	"	"	6	
11	1	5	"	"	"		1-2			30.34	62	62	61	"	cum.	4	
Noon.	1	0	"	N. by S.	"		2-3			30.32	64	62	61	"	"	6	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Latitude by	0	"
Longitude by	0	"
Position at 8 A. M. { Latitude by	0	"
Position at 8 P. M. { Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

600 gallons.

Water distilled during the preceding 24 hours,

1313 "

Water remaining on hand fit for use at Noon,

2880 "

Coal consumed during the preceding 24 hours,

7 tons 1840 lbs.

Coal remaining on hand at Noon,

57 " 605 "

P. M.																	
1	0	3	<i>Ebb</i>	<i>S. W. by N.</i>	<i>S. W. by N.</i>	4				30.25	68	64	63	<i>b. c.</i>	<i>circ. cum.</i>	6	
2	0	2	"	"	<i>S. W.</i>	4				30.22	68	64	63	"	"	7	
3	0	0	<i>Black</i>	<i>Surging to flood</i>	"	5				30.20	69	67	64	"	"	8	
4	0	2	<i>Black</i>	<i>S. E.</i>	"	5-6				30.20	67	65	62	<i>b. c.</i>	<i>cum.</i>	6	
5	0	4	"	<i>S. E. by S.</i>	"	4				30.22	65	63	60	<i>b. c.</i>	"	6	
6	0	6	"	<i>S. E.</i>	"	3				30.22	65	63	60	<i>b. c. l.</i>	"	6	
7	1	0	"	<i>S. E.</i>	"	2				30.22	64	63	62	"	"	5	
8	1	0	<i>Ebb</i>	<i>N. by N.</i>	<i>N. by N.</i>	1				30.24	64	63	61	"	"	4	
9	1	0	"	<i>N. by N.</i>	<i>W. by N.</i>	0				30.24	64	61	61	"	"	5	
10	1	2	"	<i>N. W.</i>	<i>N. W.</i>	1				30.26	63	60	57	<i>b. c.</i>	<i>cum. mist.</i>	4	
11	1	4	"	"	"	2-3				30.28	61	58	56	"	"	2	
Mid.	1	0	"	"	"	2-3				30.31	60	57	54	"	"	1	

Commander Louis Kingsley
Friday, November 23

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and wet, fog first hour. Light breeze from S. & N. Barometer falling. Fires banked under boiler B. Distilling.

N. T. Holman
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy to clear. Light to gentle breeze from S. & N. Distilling. Fires banked under boiler B. Got out spring and hedge bringing port guns to bear in target direction. Received in Dept. Supplies and Accounts, 68 lb. fresh bread, 85 lb. fresh beef, and 85 lb. fresh vegetable.

J. P. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Fine weather. Light air to gentle breeze from S. & N. to S. W. Barometer falling. Continued target practice. Finished secondary battery practice also small arm practice on range. Riding to the ebb tide. Landed sail to a boomline at 11.45. Fires banked under boiler B for heating purposes and distilling. Temperature of magazines 72° 68° forward, 60° 62° aft.

George R. Evans, Jr.
Ensign U. S. N.

From Merid. to 4 P.M.

Partially cloudy and pleasant. Moderate to fresh breeze from S. W. by N. to S. W. Barometer falling. Fired 1st and 2nd riflemen at target anchored 600 yards from ship. At 3.30 furled sail. Hoisted in sailing launch. Got spring off cable and hoisted in hedge anchor. Towed out clothing and small stores to crew. At 2.00 o'clock stopped distilling. Fires banked under boiler B for heating purposes.

N. T. Holman
Ensign U. S. N.

From 4 to 8 P.M.

Fair. Moderate to gentle breeze from S. W. shifting to light air from N. W. by N. last hour. Barometer rising. Turning to the ebb tide last hour. Fires banked under boiler B for heating purposes.

George R. Evans, Jr.
Ensign U. S. N.

From 8 P.M. to Midnight

Partly cloudy and cool. Calm to gentle breeze from N. & N. W. Barometer rising. Banked fires under boiler B for heating purposes.

N. T. Holman
Ensign U. S. N.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.				
Tidal Current.				Ship's head													
A. M.																	
1	0	6	Ebb	NW.	N. NW.		3-4			30.33	58	58	52	0.	mist	0	
2	0	4	"	N. NW.	North		3-4			30.34	56	54	51	0.c.	"	0	
3	0	0	Flack	Surging to flood	"		3-4			30.35	56	54	51	"	"	0	
4	0	2	Flood	Ebb	"		3-4			30.35	55	53	50	b.c.m.	cum. mist.	6	
5	1	0	"	E. SE.	N. N. E.		4-5			30.34	55	53	50	b.o.g.m.	cum. mist.	7	
6	1	2	"	"	"		3-4			30.34	52	51	49	"	cum. mist.	8	
7	1	0	"	"	NE.		3			30.34	52	51	49	b.c.m.	"	4	
8	0	6	"	E. N. E.	"		3			30.34	52	51	49	0.c.m.	mist	0	
9	0	8	Ebb	NW.	"		2-3			30.34	53	52	50	b.c.z.	"	4	
10	1	0	"	"	"		2			30.32	55	53	50	"	"	4	
11	1	2	"	"	"		1-2			30.32	56	53	52	"	"	3	
Noon.	1	0	"	"	"		1			30.31	56	50	48	"	"	2	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

600 gallons.

Water distilled during the preceding 24 hours,

220 "

Water remaining on hand fit for use at Noon,

2500 "

Coal consumed during the preceding 24 hours,

tons 2 1/25 lbs.

Coal remaining on hand at Noon,

56 " 720 "

P. M.																	
1	0	8	Ebb	NW.	NW.		1			30.27	56	51	48	b.c.z.	cum. mist.	4	
2	0	0	Flack	"	"		1			30.24	58	52	50	"	"	4	
3			Surging to flood	"	Caln		0			30.19	61	53	51	b.z.	none	10	
4	0	2	Flood	SE.	N. NW.		1-2			30.20	59	54	51	"	"	10	
5			"	SE.	"		1-2			30.22	58	53	50	"	"	10	
6			"	"	SE.		1			30.22	58	52	50	"	"	10	
7			"	SE. by E.	"		1			30.24	56	50	48	"	"	10	
8			Surging to Ebb	"	"		1			30.25	56	50	47	"	"	10	
9	0	6	Ebb	NW.	N. NW.		1			30.27	46	50	48	"	"	10	
10	0	8	"	"	"		1			30.26	46	49	45	"	"	10	
11	1	0	"	"	"		2-3			30.27	46	49	48	"	"	10	
Mid.	1	4	"	"	"		2-3			30.27	47	48	46	"	"	10	

under the command of

Commander Louis Kingsley
Saturday November 24

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Clearing last hour. Gentle to moderate breeze from N. N. W. and North. Black water at 2.45. Banked fire under boiler B. for heating purpose.

Montgomery M. Taylor

Ensign U. S. N.

From 4 to 8 A.M.

Fair. Overcast last hour. Moderate to gentle breeze from the S. E. Squally first part, steadier and lighter latter part. Steady barometer. Received in Pay Department from the Contractor fuel provisions as follows, viz: - 68 lbs bread, 85 lbs beef, 85 lbs. vegetables. Fire banked under boiler B. for heating purpose. Tide running flood, drift at 6.00 - 1.2 kts.

George R. Lewis.

Ensign U. S. N.

From 8 A.M. to Noon.

Cloudy and hazy. Gentle breeze to light air from S. E. Barometer falling. Finished cleaning ship. Guided bladders with balloons at target being astern distant 30 yards. Banked fire in Boiler B. for heating purpose. Temperature of magazines 68° 68° forward, 67° 67° aft.

N. D. Coleman

Ensign U. S. N.

From Noon to 4 P.M.

Buzzy and pleasant. Calm to light breeze from N. W. to N. N. W. Black water at 2.00 o'clock. First liberty party boys and men ashore. Banked fire under boiler B. for heating purpose.

Montgomery M. Taylor

Ensign U. S. N.

From 4 to 8 P.M.

Clear and cool. Light air to light breeze from N. N. W. to S. W. Barometer rising. Liberty party of boys returned on board. Banked fire under boiler B. for heating purpose. Lieut. J. L. Russell U. S. N. left the ship on three days leave of absence.

N. D. Coleman

Ensign U. S. N.

From 8 P.M. to Midnight.

Buzzy and cool. Light air to gentle breeze from N. N. W. Fire banked under boiler B. for heating purpose.

Montgomery M. Taylor

Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.			
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.								
Tidal current																						
Ship's head																						
A. M.																						
1	0	8	Ebb	West	West	3				30.27	49	45	42		b.	none		10				
2	0	4	"	"	"	3				30.27	49	45	41		"	"		10				
3			Black	W. by N.	W. by N.	3				30.27	49	45	41		"	"		10				
4			Surging to flood	"	"	3				30.27	48	45	41		"	"		10				
5	1	2	Black	S E.	"	3-4				30.27	48	45	41		"	"	cir. cum.	10				
6	1	2	"	S E.	"	3				30.27	48	45	41		b. c.	cum. stral.	9					
7	1	4	"	"	NW.	3				30.30	48	45	41		"	"	"	8				
8	1	4	"	E. by S.	"	2-3				30.30	47	45	41		"	"	"	9				
9	0	0	Black	Surging to Ebb	N. W.	2				30.34	45	44	41		"	"	"	9				
10	0	4	Ebb	W.	W. by N.	3				30.35	45	44	41		"	"	"	8				
11	0	8	"	N. W. by W.	N. W.	3				30.33	46	45	42		"	"	cir. cum.	9				
Noon.	1	0	"	"	"	3-4				30.31	46	45	42		"	"	"	8				

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

500 gallons

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2000 "

Coal consumed during the preceding 24 hours,

1 tons 55 lbs.

Coal remaining on hand at Noon,

55 " 665 "

P. M.																		
1	0	7	Ebb	N.W. by N.	North	3-4			30.29	48	50	49		b. g.	cir. cum.	6		
2	0	5	"	"	"	4-5			30.29	49	46	44		"	"	6		
3	0	0	Black	"	N. N.W.	4			30.30	50	46	44		"	"	8		
4	0	0	Surging to flood	"	North	3-4			30.31	49	46	40		"	"	8		
5	0	8	Black	N. by E.	"	3-4			30.38	47	45	40		"	"	8		
6	1	0	"	N.E.	"	3-4			30.43	48	43	40		"	"	9		
7	1	0	Black	N. N.E.	N.W. by N.	3-5			30.46	48	43	40		"	"	8		
8	0	0	Black	N.W. by N.	North	4-5			30.46	46	42	38		"	"	8		
9	1	0	Ebb	N.W.	"	4-5			30.48	46	42	38		b. g.	now	10		
10	1	0	"	"	N.W.	5-6			30.50	46	42	38		"	"	10		
11	1	0	"	N. N.W.	"	5-7			30.53	44	40	37		"	"	10		
Mid.	1	4	"	"	"	5-7			30.54	44	40	37		"	"	10		

under the command of

Commander Louis Kingsley
Sunday, November 25

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from West and N. by N. Clear and cool.
Barometer steady. Commenced averaging to flood about 3.30. Fire banked under boiler B.

J. B. McEllen,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and cool. Moderate to light breeze from N. W. Barometer rising.
Fire banked under boiler B. for heating purposes. The fresh provisions were reported as unsatisfactory.

H. D. Cookman,
Ensign U. S. N.

From 8 A.M. to Noon.

Calm and cool. Light to moderate breeze from N. W., N. by W. and N. N. W.
At 9.30 mustered at quarters and ship and crew were inspected by Commanding Officer. After quarters read Divine Service. Placed water at 9.00. Banked fire under boiler B. for heating purposes. Temperature of magazine 68° 68° forward, 62° 62° aft.

W. H. G. Taylor,
Ensign U. S. N.

From Noon to 4 P.M.

Gentle to moderate breeze from N. N. W. to North, with occasional stiff puffs. Clear and cool. Placed water about 3.30. Commenced averaging to flood about 3.30. At 1.00 sent a liberty party of men on shore. Banked fire under boiler B.

J. B. McEllen,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and cool. Gentle to stiff breeze from North to N. N. W. Rusted stack removed off cal and fuel. Banked fire under boiler B. for heating purposes.

W. H. G. Taylor,
Ensign U. S. N.

From 8 P.M. to Midnight.

Moderate to fresh breeze from North to N. W. very fresh squalls occasionally. Clear and cool. Tide turned ebb about 9.30. At 8.50 lowered dunnage to pick up a boat from ashore that was adrift; sent the boat ashore.

J. B. McEllen,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McEllen,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

At anchor in the York River and making passage to Hampton Road Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in Fols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
Tidal Current															
A. M.				Ship's head											
1	1	0	Est	N. W.	N. W.	4-5		30.54	43	39	35	b. g.	none	10	
2	0	6	"	"	"	3-4		30.56	43	39	36	"	"	10	
3	0	2	"	"	"	4-5		30.58	43	39	35	"	"	10	
4	0	0	Black	N. N. W.	"	3-4		30.59	41	38	35	"	cir. cum.	10	
5	1	4	Flood.	N. N. E.	"	3-4		30.60	41	38	35	b. c.	cum. strat.	9	
6	1	2	"	E. S. E.	"	3-4		30.60	41	37	35	"	"	8	
7	1	2	"	"	"	3-4		30.62	41	37	36	"	"	9	
8	1	0	"	"	"	3-4		30.62	41	37	36	"	"	9	
9	0	8	"	N. E.	"	3-4	3	30.65	44	43	40	"	"	9	
9.35	End underway			Tanne	"	3	3	30.64	45	52	48	"	"	9	
10				"	"	3	3	30.64	45	52	48	"	"	9	
11	Underway			"	"	3	3	30.64	43	55	49	"	"	9	
Noon.	"	"		"	"										

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	o	'	"
	Longitude by D. R.	o	'	"
	Latitude by observations of ☉	o	'	"
	Longitude by chronometer from Forenoon Observations of ☉	o	'	"
Position at 8 A. M.	Latitude by	o	'	"
	Longitude by	o	'	"
Position at 8 P. M.	Latitude by	o	'	"
	Longitude by	o	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

1600 "

3 tons 1795 lbs.

51 " 1110 "

P. M.															
1	<i>Underway</i>	<i>Barini</i>	<i>N. W. by W.</i>	<i>2-3</i>	<i>3</i>	<i>30.60</i>	<i>53</i>	<i>50</i>	<i>44</i>	<i>b. c.</i>	<i>cum. strat.</i>	<i>8</i>			
2	<i>2.35</i>	<i>trans to anchor</i>	<i>"</i>	<i>West.</i>	<i>4</i>	<i>3</i>	<i>30.54</i>	<i>54</i>	<i>46</i>	<i>42</i>	"	<i>cir. cum.</i>	<i>4</i>		
3	<i>0</i>	<i>9</i>	<i>Est</i>	<i>N. N. W.</i>	<i>3-4</i>	<i>2</i>	<i>30.53</i>	<i>52</i>	<i>46</i>	<i>44</i>	"	<i>strat.</i>	<i>6</i>		
4	<i>0</i>	<i>4</i>	"	"	<i>3-4</i>	<i>2</i>	<i>30.52</i>	<i>52</i>	<i>46</i>	<i>43</i>	"	"	<i>6</i>		
5	<i>0</i>	<i>0</i>	<i>Black</i>	"	<i>3-4</i>	<i>2</i>	<i>30.50</i>	<i>50</i>	<i>44</i>	<i>41</i>	"	<i>cir.</i>	<i>8</i>		
6	<i>0</i>	<i>4</i>	<i>Black</i>	"	<i>3-4</i>	<i>2</i>	<i>30.49</i>	<i>51</i>	<i>46</i>	<i>43</i>	<i>b.</i>	<i>none</i>	<i>10</i>		
7	<i>0</i>	<i>4</i>	<i>Black</i>	<i>East</i>	<i>3-4</i>	<i>2</i>	<i>30.48</i>	<i>52</i>	<i>45</i>	<i>42</i>	"	"	<i>10</i>		
8	<i>0</i>	<i>8</i>	"	"	<i>3-4</i>	<i>2</i>	<i>30.48</i>	<i>51</i>	<i>45</i>	<i>43</i>	"	"	<i>10</i>		
9	<i>0</i>	<i>4</i>	"	<i>E.</i>	<i>3-4</i>	<i>2</i>	<i>30.46</i>	<i>48</i>	<i>45</i>	<i>42</i>	<i>b. c.</i>	<i>cum.</i>	<i>9</i>		
10	<i>0</i>	<i>4</i>	<i>Black</i>	"	<i>3-4</i>	<i>2</i>	<i>30.45</i>	<i>48</i>	<i>44</i>	<i>41</i>	"	"	<i>7</i>		
11	<i>0</i>	<i>8</i>	<i>Est</i>	<i>N. N. W.</i>	<i>3-4</i>	<i>2</i>	<i>30.43</i>	<i>47</i>	<i>43</i>	<i>40</i>	"	"	<i>6</i>		
Mid.	<i>1</i>	<i>0</i>	"	"	<i>3-4</i>	<i>2</i>	<i>30.40</i>	<i>46</i>	<i>43</i>	<i>40</i>	"	"	<i>5</i>		

Commander Louis Kingsley
Monday November 26

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and bright starlight. Stiff N.W. breeze in squalls fresh low, moderating somewhat remainder of watch. Rising barometer. About low water slack at 4.00. Fires banked under boilers B for heating purposes.

George R. Evans,

Ensign U. S. N.

From 4 to 8 A.M.

Clear and cool. Gentle to moderate breeze from N.W. At 5.00 o'clock started fires in boilers A and D. Banked fires in boiler B for heating purposes. Received in Pay Dept. 85 lbs. beef and 85 lbs. vegetable. Executed morning order. P. Ross (P. M. N.) returned on board 10 hours pastime.

Montgomery H. Lygier

Ensign U. S. N.

From 8 A.M. to Merid.

Gentle breeze from N.W. Clear and pleasant. At 8.30 hours shot on starboard chain. Cristed steam launch and made preparations for getting underway. At 9.01 called all hands up anchor, hoisted up starboard anchor and underway at 9.04. Flood down York River and down Chesapeake Bay bound to Campton Roads Va. Commanding Officer in charge of the crew. Draft of ship, 13 feet forward, 15 feet 11 inches aft. Average revolutions 42.8. Steam 55 lbs. B. Battery (B.P.) reported his term of enlistment having expired. Banked fires under boiler B. Distilling temperature of magazines 65° 64° forward, 64° 62° aft.

J. B. McIlhenny,

Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear, pleasant weather. Light to moderate breeze from N.W. by S. to S.W. Barometer falling. At beginning of watch standing down the ship, steering various courses. Got tide. Rounded tail of Hornscho at about 1.15. Flood into Campton Roads and came to in 11 fathoms water, sandy bottom, with starboard anchor and moved to 75 fathoms, forward of Capetown. Bearings at anchorage: Rip Raps Fly E 7/8 E. Thimble Light E. S. E. 1/4 E. Ships head S. W. by W. bearings magnetic. Draft of ship, 13' forward, 15' 10 1/2' aft.; time of anchorage 2.35; current running 1/2. Average steam pressure 55 lbs. Revolutions 42.8. Let fires die out under boilers A and C, fires banked under boiler B for heating purposes. Distilling. Cribbed topsails and shat old topsails. Bent gear of light scale. Cristed out steam launch. Discharged Bernard Battery (B.P.) by reason of expiration of his term of enlistment.

George R. Evans,

Ensign U. S. N.

From 4 to 8 P.M.

Gentle to stiff breeze from South to S.W. Clear and pleasant. Sprung to flood about 5.45. Fanned out chain-hammers to apprentices. Banked fires under boiler B. Distilling.

J. B. McIlhenny,

Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear first part, part cloudy latter part. Stiff to fresh breeze from the S.W. Barometer falling. Sprung to the 1st between 9.00 and 10.00. Fires banked under boiler B for heating purposes and distilling.

George R. Evans,

Ensign U. S. N.

J. B. McIlhenny,

Lieutenant U. S. N. Navigator.

Examined and found to be correct.

LOG of the UNITED STATES

Ship Essex
At anchor in Hampton Roads off Fortress Monroe, Va.

Third Rate,

				WIND.				BAROMETER.		TEMPERATURE.								
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.		Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
Tidal Current																		
A. M.																		
1	1	2	Ebb	N. by E.	S. by E.	6-7	2		30.37	46	43	40			b.c.g.	cum.	7	
2	1	9	"	S. by E.	"	6-7	2		30.34	49	45	42			b.g.	none	10	
3	1	4	"	"	"	6-7	2		30.32	48	45	42			b.c.g.	cum.	9	
4	1	2	"	S. E.	"	5-6	2		30.32	47	44	41			b.g.	none	10	
5	2		"	S. by E.	"	5-6			30.32	47	44	41			b.c.g.	cum.	9	
6	1	6	Drift	S. E.	"	5-6			30.30	47	44	41			"	cum. str.	6	
7	1	8	"	E. S. E.	S. E.	5-6			30.28	47	44	41			"	"	5	
8	1	6	"	East.	"	5-6			30.27	48	45	42			"	"	5	
9	1	0	"	S. E.	"	5-6			30.26	53	46	49			"	"	4	
10	0	0	Black	S. E.	S. E.	5-6			30.24	54	46	48			"	"	8	
11	0	5	Ebb	N. by E.	"	5-6			30.20	55	51	49			"	"	8	
Noon.	1	0	"	"	"	5-6			30.19	56	52	49			"	"	6	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	o	'	"
	Longitude by D. R.	o	'	"
	Latitude by observations of ☉	o	'	"
	Longitude by chronometer from Forenoon Observations of ☉	o	'	"
Position at 3 A. M.	Latitude by	o	'	"
	Longitude by	o	'	"
Position at 3 P. M.	Latitude by	o	'	"
	Longitude by	o	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

1200 "

Water remaining on hand fit for use at Noon,

2490 "

Coal consumed during the preceding 24 hours,

3 tons 2089 lbs.

Coal remaining on hand at Noon,

47 " 1270

P. M.																		
1	1	6	Ebb	N. by E.	S. E.	5-6		30.13	58	55	51			b.c.g.	cum.	6		
2	1	8	"	"	"	5-6		30.11	58	55	51			"	"	5		
3	2	2	"	"	S. by E.	4-5		30.10	60	57	53			"	"	6		
4	2	4	"	"	"	4-5		30.09	59	56	53			"	"	7		
5	0	5	"	"	"	2		30.13	58	56	53			b.c.	"	7		
6	0	5	"	S. by E.	"	2		30.13	59	57	54			b.c.m.	cum.	8		
7	0	0	<i>Black</i>	<i>Drifting to flood</i>	S. E.	3		30.15	59	57	54			b.m.	none	10		
8	0	4	<i>Black</i>	East	"	3-4		30.15	58	56	53			"	"	10		
9	1	0	"	"	"	4-5		30.16	58	54	53			"	"	10		
10	0	8	"	"	"	4-5		30.16	59	54	52			"	"	10		
11			<i>Drifting to ebb</i>	"	"	4-5		30.14	58	56	53			b.g.	"	10		
Mid.	1	5	Ebb	N. by E.	"	4-5		30.15	58	56	53			"	"	10		

Commander Louis Kingsley
Tuesday, November 27

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and bright starlight. Very fresh breeze from the S.W., coming in occasional squalls moderating slightly last hour. Barometer falling first part, steady latter part. Fire barked under boiler B. for heating and distilling. Raking to the left, drift at 2.00 about 1.9 kts.

George P. Lewis,

Ensign U. S. N.

From 4 to 8 A.M.

Stiff to fresh breeze from S.W. Clear and pleasant. Firing to flood at 5.45. Sea rough. Received on board in Dept of Supplies and Accounts the following fresh provisions, 67 lbs. bread, 83½ lbs. beef, 83½ lbs. vegetables. Barked fire under boiler B. Distilling.

J. B. McIlhenny

Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Stiff to fresh breeze from S.W. to S. Barometer falling. At 9.15 Commander A. B. Bradford, U. S. Navy, came on board to inspect the ship under order from Secretary of Navy. Called all Divisions to quarters and received the Inspecting Officer. The Inspecting Officer inspected ship and crew at quarters, after which held bag and baggage inspection, followed by Divisional drill: revolve 3rd Division; broadsword, 2nd Division; Infantry 1st Company. Fire barked under boiler B. for heating purposes and distilling. High black water at about 10.00.

George P. Lewis,

Ensign U. S. N.

From Merid. to 4 P.M.

Clear. Gentle to fresh breeze from S.W. to S.W. by E. Barometer rising. At 1.30 called all hands clear ship for action. At 2.00 took word to General Quarters. At 2.30 word to Fire Quarters. At 3.00 took word to Abandon Ship. At 3.30 had battalion drill. At 3.50 took word to drill New submerg. Barked fire under boiler B. Distilling.

N. D. Coleman

Ensign U. S. N.

From 4 to 8 P.M.

Fair. Gentle to moderate breeze from S.W. by E. to S.W. Barometer rising. Firing to the flood at about 7.00. Fire barked under boiler B. for heating purposes and distilling.

George P. Lewis,

Ensign U. S. N.

From 8 P.M. to Midnight.

Clear. Moderate to stiff breeze from S.W. Barometer variable. Firing to left at 11.0 o'clock. Barked fire under boiler B. Distilling.

N. D. Coleman

Ensign U. S. N.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in Hampton Roads off Fortress Monroe, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
Ship's Head															
Total Current															
A. M.															
1	1	8	Ebb	N. by E.	SE.	4-5		30.15	56	55	52	b.	none	10	
2	2	6	"	"	SE. by E.	4		30.15	56	54	52	"	"	10	
3	2	0	"	N. SE.	N. SE.	4		30.16	56	54	52	"	"	10	
4	1	0	"	N. by E.	N. by E.	3		30.18	56	54	52	"	"	10	
5	1	0	"	N. SE.	N. SE.	1-2		30.20	56	54	52	"	"	10	
6	Turning to flood				N. N. by E.	3		30.25	56	54	52	b. c. m.	cum. strat.	7	
7	1	9	Ebb	E. N. E.	"	3		30.30	56	54	52	"	cum. strat.	6	
8	2	0	"	"	N. N. E.	4-5		30.39	56	54	52	"	"	5	
9	2	1	"	N. E. by E.	North	5-6		30.46	50	46	42	"	"	5	
10	2	0	"	"	"	5-6		30.50	50	46	42	b. c.	"	4	
11	0	4	"	N. E. by N.	"	5-6		30.56	47	43	39	b. c. g.	"	4	
Noon.	0	0	Slack	Turning to ebb	"	5-6		30.60	46	42	38	"	"	1	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 ' "

Longitude by D. R. 0 ' "

Latitude by observations of ☉ 0 ' "

Longitude by chronometer from Forenoon Observations of ☉ 0 ' "

Position at 8 A. M. Latitude by 0 ' "

Longitude by 0 ' "

Position at 8 P. M. Latitude by 0 ' "

Longitude by 0 ' "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 ' "

Deviation of the Compass by Azimuth ☉ observed at , " 0 ' "

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 710 "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, 1 tons 17.55 lbs.

Coal remaining on hand at Noon, 46 " 17.55 "

P. M.															
1	0	8	Ebb	N. N.	North	6		30.62	46	43	38	b. c. g.	cum. strat.	5	
2	1	5	"	N. N. E.	"	5-6		30.62	50	44	39	"	"	7	
3	2	0	"	"	"	5-6		30.65	50	44	39	"	"	6	
4	2	5	"	N. by N.	"	5		30.68	50	43	39	"	"	4	
5	2	0	"	"	"	5		30.72	49	42	38	"	"	3	
6	1	0	"	N. N.	"	5		30.77	46	40	37	"	"	4	
7	0	0	Slack	North	"	4-5		30.79	44	39	36	"	"	7	
8	Turning to flood				"	4-5		30.80	44	40	37	"	"	9	
9	0	4	Flood	N. E. by E.	"	4-6		30.84	44	39	36	"	"	9	
10	0	7	"	"	"	3-4		30.86	44	38	36	"	"	9	
11	0	4	"	N. N. E.	"	3-4		30.87	42	37	34	b. g.	none	10	
Mid.	0	3	"	N. N. E.	"	3-5		30.89	40	36	33	"	"	10	

under the command of

Commander Louis Kingsley
Wednesday, November 28

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Bright starlight. Light to fresh breeze from S.W. to N. by E.
At 12.30 stopped distilling. Banked fire under boiler B. Riding to aft.
Montgomery H. Taylor
Ensign U.S.N.

From 4 to 8 A.M.

Fair. Light to gentle breeze from N. by E. to N.W. by N. fresh three times moderate to stiff squally from N.W. last hour. Barometer rising very rapidly 30.18 - 30.39. Sprung to flood at 6.00. Received in Pay Department from the Contideter, fresh provisions viz. - 67 lbs. bread 83 1/4 lbs. beef 83 1/4 lbs. vegetables. Lieut. J. L. Russell, U.S.N. reported his return from leave. Oiler banked under boiler B for heating purposes. At 7.15 closed royal yards and put gear.

George R. Lewis.

Ensign U.S.N.

From 8 A.M. to Noon.

Fair. Stiff to fresh breeze from North. Barometer rising. At 9.00 clock the Inspecting Officer & Commander R. B. Bradford, U.S.N., came aboard. At 9.30 loosed sail and set topsails. At 9.35 single reefed topsails. At 9.40 close reefed topsails and set course single reefed and fuiled light sails. At 9.50 shot out caps and made sail to royals. At 10.05 fuiled sail. At 10.10 loosed sail to a buntline. At 10.15 fuiled sail. At 10.30 sent down light yards. At 10.35 sent down topgallant masts. At 10.47 called away all boats, Armed and Equipped for cutting out. At 11.30 recalled boats and sent boats out again for drill under way. At 12.00 clock boats returned. Banked fire under boiler B. for heating purposes. Temperature of magazines 64° 64° forward, 62° 62° aft.

N. J. Coleman
Ensign U.S.N.

From Noon to 4 P.M.

Clear and cool. Squally. Stiff to fresh breeze from North. At 1.40 called apprentices to quarters. They were questioned by Commander Bradford. At 3.30 sent up topgallant masts, unhooked light sails and stowed them below. Got steaming coals on. Banked fire under boiler B.

Montgomery H. Taylor
Ensign U.S.N.

From 4 to 8 P.M.

Generally clear and cool. Moderate to fresh breeze from N.W. Barometer rising. At 4.30 the Inspecting Officer left the ship. Keelbed smoke stack. Banked fire under boiler B. for heating purposes.

N. J. Coleman
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear and cold. Moderate to stiff breeze from North. Squally. Sprung to flood at 8.00 clock. Oiler banked under boiler B. for heating purposes.

Montgomery H. Taylor
Ensign U.S.N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex Third Rate,
At anchor in Hampton Roads off Fortress Monroe, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air by Anem. Bulb.	Water at Surface.			
A. M.			<i>Tideb Current</i>	<i>Ship's head</i>										
1			<i>Surging to ebb</i>		<i>North</i>	<i>4-0</i>		<i>30.89</i>	<i>42</i>	<i>39</i>	<i>35</i>	<i>b.g.</i>	<i>none</i>	<i>10</i>
2	<i>1</i>	<i>0</i>	<i>ebb</i>	<i>N. N. W.</i>	"	<i>4-0</i>		<i>30.89</i>	<i>44</i>	<i>38</i>	<i>34</i>	"	"	<i>10</i>
3	<i>2</i>	<i>4</i>	"	"	"	<i>3-4</i>		<i>30.89</i>	<i>45</i>	<i>36</i>	<i>33</i>	"	"	<i>10</i>
4	<i>2</i>	<i>0</i>	"	<i>West</i>	"	<i>3-4</i>		<i>30.90</i>	<i>45</i>	<i>36</i>	<i>33</i>	"	"	<i>10</i>
5	<i>2</i>	<i>0</i>	"	<i>N. N. W.</i>	<i>N by W.</i>	<i>3-4</i>		<i>30.90</i>	<i>40</i>	<i>36</i>	<i>33</i>	<i>b.o.g.</i>	<i>circum.</i>	<i>9</i>
6			<i>Surging to flood</i>		"	<i>3-2</i>		<i>30.92</i>	<i>40</i>	<i>35</i>	<i>32</i>	<i>b.c.</i>	"	<i>9</i>
7	<i>2</i>	<i>0</i>	<i>ebb</i>	<i>N E by E.</i>	<i>N. N. W.</i>	<i>2</i>		<i>30.95</i>	<i>40</i>	<i>35</i>	<i>32</i>	"	"	<i>9</i>
8	<i>2</i>	<i>0</i>	"	"	"	<i>3</i>		<i>30.96</i>	<i>40</i>	<i>35</i>	<i>32</i>	"	"	<i>9</i>
9	<i>2</i>	<i>4</i>	"	<i>E N E.</i>	<i>N. N. E.</i>	<i>3-4</i>		<i>30.98</i>	<i>42</i>	<i>43</i>	<i>40</i>	"	"	<i>8</i>
10			<i>Setting under way</i>		"	<i>3-4</i>		<i>30.98</i>	<i>41</i>	<i>44</i>	<i>41</i>	"	"	<i>9</i>
11			<i>Under way</i>		"	<i>3-4</i>		<i>30.99</i>	<i>49</i>	<i>44</i>	<i>40</i>	"	"	<i>9</i>
Noon.			"	"	"	<i>3</i>		<i>30.96</i>	<i>47</i>	<i>48</i>	<i>43</i>	"	<i>circum.</i>	<i>9</i>

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2200 "

Coal consumed during the preceding 24 hours,

2 tons 1895 lbs.

Coal remaining on hand at Noon,

44 " 2100 "

Moved to Dock, Navy Yard, Norfolk, Va.

P. M.														
1			<i>Moved to Dock</i>	<i>N E.</i>	<i>3</i>	<i>3</i>	<i>30.92</i>	<i>51</i>	<i>48</i>	<i>44</i>	<i>b.c.</i>	<i>circum.</i>	<i>9</i>	
2			"	"	<i>3</i>	<i>3</i>	<i>30.90</i>	<i>52</i>	<i>53</i>	<i>47</i>	"	"	<i>9</i>	
3			"	<i>N. N. E.</i>	<i>3</i>	<i>3</i>	<i>30.89</i>	<i>51</i>	<i>53</i>	<i>47</i>	<i>b.</i>	<i>none</i>	<i>10</i>	
4			"	"	<i>2</i>	<i>3</i>	<i>30.89</i>	<i>49</i>	<i>51</i>	<i>45</i>	"	"	<i>10</i>	
5			"	<i>East</i>	<i>1-2</i>	<i>3</i>	<i>30.90</i>	<i>47</i>	<i>42</i>	<i>40</i>	"	"	<i>10</i>	
6			"	"	<i>1-2</i>	<i>3</i>	<i>30.90</i>	<i>47</i>	<i>42</i>	<i>40</i>	"	"	<i>10</i>	
7			"	<i>Calm.</i>	<i>0</i>	<i>3</i>	<i>30.90</i>	<i>45</i>	<i>42</i>	<i>40</i>	"	"	<i>10</i>	
8			"	"	<i>0</i>	<i>3</i>	<i>30.90</i>	<i>44</i>	<i>39</i>	<i>37</i>	"	"	<i>10</i>	
9			"	"	<i>0</i>	<i>3</i>	<i>30.92</i>	<i>44</i>	<i>37</i>	<i>35</i>	"	"	<i>10</i>	
10			"	"	<i>0</i>	<i>3</i>	<i>30.91</i>	<i>44</i>	<i>33</i>	<i>31</i>	"	"	<i>10</i>	
11			"	"	<i>0</i>	<i>3</i>	<i>30.91</i>	<i>44</i>	<i>35</i>	<i>31</i>	"	"	<i>10</i>	
Mid.			"	"	<i>0</i>	<i>3</i>	<i>30.91</i>	<i>44</i>	<i>35</i>	<i>31</i>	"	"	<i>10</i>	

under the command of

Commander Louis Kingsley
Thursday November 29

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and squally. Gentle to stiff breeze from North. Banked fire under boiler B. Slack water from 12.15 to 10'clock.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and cold. Gentle to light breeze from N by N. to N. N. W. Barometer rising. At 5 o'clock started fire under boilers A and D. Banked fire under boiler B for heating purposes.

N. P. Lockman
Ensign U.S.N.

From 8 A.M. to Noon.

Clear. Gentle to moderate breeze from S. S. E. At 9.42 called all hands up anchor and at 10.00 started ahead. Flood up towards Norfolk Navy Yard, Commanding Officer coming. At 12.00 called all hands more ship Under steam alone, boilers A, B, and D. Temperature of magazine 64° 64° forward, 62° 62° aft. Draught of ship 13 feet forward, 15 feet 10 inches aft.

Montgomery M. Taylor
Ensign U.S.N.

From Noon to 4 P.M.

Clear. Light to gentle breeze from N.E. and S. S. E. At 12 M. exchanged number with Receiving Ship Franklin. At 12.41 passed inside of Navy Yard. At 12.25 sent quarters line astern. At 1.20 finished moving alongside Navy Yard sea wall and all hands fire to die out under boilers A and D. Banked fire under boiler B for heating purposes. Transferred to Naval Hospital Portsmouth; G. Hamer D. F. Eukins, T. L. Gerdine and Samuel Morris, all Apprentices 3^d class. Sent liberty party of men ashore.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Slightly hazy and cool. Light air to light breeze from East. Calm last half. Banked fire under boiler B for heating purposes.

Montgomery M. Taylor
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear and cold. Calm. Banked fire under boiler B.

J. H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Mottson,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fols.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.		
A. M.															
1				<i>Moved to Dock</i>	<i>Balm</i>	0			30.90	39	34	33	<i>b.</i>	<i>none</i>	10
2					"	0			30.89	39	34	33	"	"	10
3					"	0			30.88	38	33	32	"	"	10
4					"	0			30.87	37	32	31	"	"	10
5					"	0			30.86	37	32	31	<i>b.c.m.</i>	<i>cir. cum.</i>	9
6					"	0			30.86	37	32	31	"	<i>cum. stral.</i>	6
7					<i>North</i>	1			30.86	38	32	32	"	"	5
8					"	1			30.86	38	33	32	"	"	5
9					<i>Balm</i>	0			30.84	45	37	35	<i>b.c.</i>	"	8
10					"	0			30.80	52	42	40	<i>b.</i>	<i>none</i>	10
11					"	0			30.79	54	45	44	<i>b.c.</i>	<i>cir. cum.</i>	8
Noon.					<i>S.W.</i>	0-1			30.75	56	45	44	"	<i>cum.</i>	2

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1800 "

Coal consumed during the preceding 24 hours,

tons 10 20 lbs.

Coal remaining on hand at Noon,

42 " 1705 "

P. M.															
1				<i>Moved to Dock</i>	<i>Balm</i>	0			30.72	55	50	47	<i>b.c.</i>	<i>cum.</i>	3
2					<i>S. by E.</i>	2-3			30.66	57	51	47	"	"	3
3					<i>S.W. by S.</i>	2-3			30.64	57	53	48	"	"	6
4					<i>S.W.</i>	0			30.64	58	53	48	"	<i>cir. cum.</i>	5
5					<i>S. by W.</i>	2			30.64	58	52	48	"	"	5
6					<i>N. by W.</i>	2			30.64	58	50	48	"	"	5
7					"	1			30.65	56	47	45	"	"	5
8					<i>S.W. by W.</i>	1			30.66	54	46	44	<i>b.</i>	"	10
9					<i>Balm</i>	0			30.66	56	46	44	"	"	10
10					"	0			30.67	50	46	44	"	"	10
11					"	0			30.66	49	44	42	"	"	10
Mid.					"	0			30.66	48	44	42	"	"	10

under the command of

Commander Louis Kingsley
Friday, November 30

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and bright starlight. Calm. Barometer falling slowly. Fues banked under boiler "B" for heating purposes.

George R. Evans, Jr. Ensign U. S. N.

From 4 to 8 A.M.

Misty around horizon. Cold. Calm first two hours, light air from North last two. Received in Pay Department 67 lbs. fresh bread, $83\frac{3}{4}$ lbs. fresh beef, $83\frac{3}{4}$ lbs. fresh vegetables. Banked fues under boiler B. for heating purposes.

Montgomery W. Taylor, Jr. Ensign U. S. N.

From 8 A.M. to Merid.

Cloudy to clear. Calm. Occasional light air from N.W. last hour. Representatives of Construction and Engineering Departments were on board to see about repairs and held Survey. Banked fues under boiler B. Temperature of magazine 64° 64° , 62° 62° .

J. H. Purcell, Lieutenant U. S. N.

From Merid. to 4 P.M.

Fair. Calm and light to gentle breeze from S. by E. to S.W. Barometer rising. Transferred to the General Storekeeper of Navy Yard, the following stores in Advance: 242 Cartridge cases, 6 pds; 120 Cartridge cases, 1 pdr; 54 Cartridge cases, 4 inch; 22 Cartridge boxes, 6 pds; 2 Cartridge boxes, 1 pdr; 54 Cartridge boxes, 4 inch; 1 Cartridge box, small arms. Turned in to General Storekeeper of Navy Yard the following stores in Equipment (Account classes) viz: 1 Registering Taffrail Log; 1 Barometer; 1 Sextant; 1 P. Quadrant; 1 Log Line; 2 Navigators Sextants and 3 6 inch Level Sumps. A Board of Survey of which Commander W. D. Russell U. S. Navy was senior member met on board to survey articles in Equipment. Rubbed topsails and masts running rigging. Banked fues under boiler "B." for heating purposes.

George R. Evans, Jr. Ensign U. S. N.

From 4 to 8 P.M.

B. Clear. Light air and breeze from N. E. to S. E. Banked fues under boiler B.

J. H. Purcell, Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and calm. Steady barometer. Fues banked under boiler B.

George R. Evans, Jr. Ensign U. S. N.

Approved
Louis Kingsley
Commanding

Examined and found to be correct.

J. B. McAllen,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.			
A. M.															
1				Moved to Dock.	Balm	0		30.65	47	43	41	b.	none	10	
2					"	0		30.65	46	42	40	"	"	10	
3					"	0		30.64	47	42	40	"	"	10	
4					"	0		30.62	46	42	40	"	"	10	
5					"	0		30.61	46	42	40	"	"	10	
6					"	0		30.61	46	42	40	b.c.m.	cum. str.	9	
7					S. S. W.	1-2		30.59	46	42	40	"	cir. cum.	9	
8					"	1-2		30.56	46	42	40	"	cir. cum.	9	
9					"	1-2		30.57	48	44	42	b.m.	none	10	
10					"	1-2		30.55	53	47	46	"	"	10	
11					"	3		30.50	58	53	49	"	"	10	
Noon.					"	1-3		30.46	60	58	52	"	"	10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1400 "

Coal consumed during the preceding 24 hours,

tons 1870 lbs.

Coal remaining on hand at Noon,

42 " 2075 "

P. M.															
1				Moved to Dock	S. S. W.	1-2		30.41	63	59	53	b.o.	none	10	
2				"	"	1-2		30.37	66	59	54	"	"	10	
3				"	"	1-2		30.37	67	63	61	"	"	10	
4				"	"	1-2		30.36	67	63	61	"	"	10	
5				"	"	1-2		30.36	65	61	57	b.c.m.	cir. cum.	6	
6				"	"	1-2		30.37	64	60	57	"	"	8	
7				"	"	1-2		30.38	62	57	55	"	"	9	
8				"	"	1-2		30.38	60	57	55	"	"	9	
9				"	S. S. W.	1		30.37	59	56	54	"	"	9	
10				"	"	1		30.36	58	55	53	"	"	9	
11				"	"	1		30.36	57	54	52	"	"	9	
Mid.				"	"	1		30.35	57	53	51	b.m.	none	10	

under the command of

Commander Louis Kingsley
Saturday, December 1.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Calm. Barometer falling. Banked fires under boiler "B".

N. P. Holman
Ensign U. S. N.

From 4 to 8 A.M.

Clear. Calm. M. Burt (B.M. 22) was brought on board by sentry and corporal for smuggling liquor in Rany Yard about 11.15 P.M. last night. By order of Commanding Officer placed under charge of Master at Arms to await investigation. Banked fires under boiler B.

J. H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and mild. Light air to gentle breeze from the S.W. Barometer falling. Engaged in scrubbing decks, hammocks, and cleaning ship. Fires banked under boiler B. Temperature of magazines 64° 62° forward, 62° 62° aft.

George R. Evans,
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Light air to light breeze from S.W. Barometer falling. All hands liberty party to go ashore. Banked fires under boiler B.

N. P. Holman
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant weather. Light air and breeze from S.W. Barometer rising. Banked fires under boiler B.

George R. Evans,
Ensign U. S. N.

From 8 P.M. to Mid.

Partly cloudy and cool. Light air from S.W. Barometer falling. Banked fires under boiler B.

N. P. Holman
Ensign U. S. N.

Examined and found to be correct.

J. B. McEllen,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock Navy Yard, Norfolk, Va.

Thud Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 4.	At 10.	At 12.				
A. M.																
1				<i>Moved to Dock</i>	<i>S. S. E.</i>	0-1			30.35	56	53	51	<i>b. m.</i>	<i>none</i>	10	
2					"	0-1			30.35	55	52	51	"	"	10	
3					"	0-1			30.34	55	52	51	"	"	10	
4					"	1			30.32	55	52	51	"	"	10	
5					"	1			30.29	55	52	51	<i>b. o. m.</i>	<i>cum. str. cum.</i>	9	
6					"	1-2			30.28	55	52	51	"	<i>cum. str.</i>	5	
7					<i>S. by E.</i>	2-3			30.26	57	54	52	<i>b. c.</i>	"	4	
8					"	2-3			30.25	58	56	54	"	"	4	
9					"	3-4			30.23	60	56	54	"	"	7	
10					<i>N. S. E.</i>	3-4			30.20	65	59	52	"	"	7	
11					"	3-4			30.14	68	62	59	"	"	8	
Noon.					"	3-4			30.10	65	65	61	<i>b. g.</i>	<i>none</i>	10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1100

Coal consumed during the preceding 24 hours,

tons 10 20 lbs.

Coal remaining on hand at Noon,

41 " 10 55 "

P. M.																
1				<i>Moved to Dock</i>	<i>S. E.</i>	3-4			30.06	72	70	63	<i>b. c.</i>	<i>cum. str.</i>	8	
2					<i>N. S. E.</i>	4-5			30.04	73	71	64	"	<i>cum.</i>	8	
3					<i>N. by E.</i>	4-6			30.05	72	70	63	"	<i>cum. str.</i>	2	
4					<i>N. E.</i>	3-5			30.06	71	69	61	<i>s. c.</i>	<i>str.</i>	0	
5					<i>N. S. E.</i>	3-5			30.08	70	68	60	"	"	0	
6					"	1-0			30.08	71	64	60	"	"	0	
7					<i>N. N. E.</i>	4-0			30.14	67	60	57	<i>o. c. v.</i>	"	0	
8					"	4-5			30.20	64	57	55	"	"	0	
9					"	2-3			30.24	61	55	54	<i>o. c. v.</i>	"	0	
10					"	2-3			30.26	61	55	54	"	"	0	
11					<i>N. N. E.</i>	3-5			30.32	59	53	50	<i>b. a.</i>	<i>cum.</i>	3	
Mid.					"	3-5			30.33	58	51	48	"	"	4	

under the command of

Commander Louis Kingsley
Sunday, December 2

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Calm to light airs from S.W. Banked fire under boiler B. for heating purpose.

Montgomery W. Taylor

Ensign U.S.N.

From 4 to 8 A.M.

Fair. Light airs to gentle breeze from S.W. to S. by S. Barometer falling. Apprentices 3rd class, Barker L. P., and Dick R. returned on board tender and three watches (12 1/4) hours over time. Fire banked under boiler B. for heating purpose.

George R. Adams,

Ensign U.S.N.

From 8 A.M. to Merid.

Partly cloudy and pleasant. Gentle to moderate breeze from S.W. by S. to N. S.W. Barometer falling. At 9.30 mustered and inspected crew by Division, then called all hands aft to muster and read Article for the Government of the Navy and General Order from the Department, after which mustered all hands. Banked fire under boiler B. Temperature of magazine 64° 64° forward, 62° 62° aft.

N. P. Coleman
Ensign U.S.N.

From Merid. to 4 P.M.

Clear and pleasant first part. Clouding up last part. Gentle to moderate breeze from S.W. by N. and N. S.W. At 3.20 delivered copy of specifications to W. J. Burke, B. Mate 2 class. Banked fire under boiler B. for heating purpose.

Montgomery W. Taylor

Ensign U.S.N.

From 4 to 8 P.M.

Cloudy with light rain during last hour. Barometer rising and wind veering from N. S.W. to N. N. E. Drizzling in force from calm to stiff breeze. Dick. Comdr. P. M. Wei left ship on our wake beam of abeam. Banked fire under boiler B.

N. P. Coleman
Ensign U.S.N.

From 8 P.M. to Mid.

Overcast and wet first half. Clearing last half. Light to fresh breeze from N. N. E. to N. N. W. Banked fire under boiler B. for heating purpose.

Montgomery W. Taylor

Ensign U.S.N.

Examined and found to be correct.

J. B. Melton,
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air by Therm.	Air by Hyg.	Water at Surface.				
A. M.																		
1				Moved to Dock.	N by W.		3-5			30.56	56	50	47		b.g.	none	10	
2					North		3-6			30.39	53	47	44		"	"	10	
3					"		3-6			30.42	50	45	42		"	"	10	
4					"		3-6			30.44	48	44	41		b.c.g.	cum. strab.	9	
5					N. N. W.		3-5			30.45	48	44	41		"	cir. cum.	9	
6					"		3-4			30.50	46	43	40		b.c.	cum. strab.	9	
7					"		3			30.52	46	42	40		"	"	8	
8					"		3			30.54	46	42	40		"	"	8	
9					"		2-4			30.54	49	44	42		b.	none	10	
10					North		2-4			30.54	54	46	44		"	"	10	
11					N by E		2-3			30.53	58	47	45		"	"	10	
Noon.					North		2-3			30.50	59	52	47		"	"	10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

700 "

Coal consumed during the preceding 24 hours,

tons 1445 lbs.

Coal remaining on hand at Noon,

40 " 1850 "

P. M.																		
1				Moved to Dock.	N. by E.		2-3			30.47	59	56	51		b.c.	cir.	9	
2					N. E. by N.		2-3			30.46	59	63	56		b.	none.	10	
3					"		2			30.45	56	60	56		b.o.	cir.	9	
4					E. N. E.		1-3			30.46	56	59	54		"	"	4	
5					N. E. by E.		1-2			30.48	54	57	52		"	strab.	9	
6					"		1-2			30.49	54	45	43		"	"	9	
7					"		1-2			30.49	54	45	43		"	"	9	
8					"		1-2			30.49	53	44	42		"	"	9	
9					Calmer		0			30.48	48	44	42		"	"	9	
10					"		0			30.48	47	44	41		"	"	9	
11					"		0			30.48	46	42	40		"	"	9	
Mid.					"		0			30.48	44	41	39		"	"	9	

under the command of

Commander Louis Kingsley
Monday, December 3

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Gentle breeze from North and N by E. blowing stiff to fresh in squalls. Banked fire under boiler B.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and cool. Gentle to stiff breeze from N. N. W. Barometer rising. Unhast sail and made preparations for sending down main yard.

N. D. Colman
Ensign U.S.N.

From 8 A.M. to Noon.

Clear and cool. Light to moderate breeze from N. N. W. North and N by E. Sent main yard down and out on deck. Put all 4 inch shells in powder lighters to be gauged by yard fore. Received in Pay Department, 10 boxes call water soap, 100 watch caps, and 94 yards flannel. Transferred to General Storekeeper, 250 working cuts and 50 pairs of blue cloth trousers. Navy Yard workmen at work as follows: 10 caulkers, 11 men in construction working on poop and skylight, 6 men in Engineers Department. Banked fire in boiler B. Chief Engineer E. J. K. Abington, U.S.N. was granted one week leave of absence from this date.

Montgomery W. Tingle
Ensign U.S.N.

From Noon to 4 P.M.

Clear. Light air to gentle breeze from N by E. to E. S. E. Thirty three men from Construction at work on board and 4 men in Department of Steam Engineering. A Board of Survey of which Naval Constructor W. J. Baator is senior Member, met on board to advise articles in Department of Construction. At 3.05 a Summary Court Martial met on board for the trial of W. J. Baator, B. M. 2 cl. Banked fire under boiler B.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and cool. Light air to light breeze from N. E. by E. The Summary Court Martial for the trial of W. J. Baator, B. M. 2 cl. adjourned at 4.40 to await action of commanding authority. The following men sent on leave for the period opposite their names: A. Hession, B. 1 cl., 5 days; A. Foman, 1 week from Dec. 4; Morton Painter, 5 days from Dec. 4; J. Schlei, B. Mate 1 cl., 5 days; A. H. Greenleiff, 1 week, and Matt. Anderson, B. M. 2 cl., 1 week. Navy Yard workmen on board, same as in preceding watch. Banked fire under boiler B.

Montgomery W. Tingle
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear. Cold. Calm. Banked fire under boiler B.

J. H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Melton,
Lieutenant U.S.N., Navigator

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky in Atmos.	State of the Sea.
					Direction by Standard Compass.	Force.	Heed.	Leeway.	Height in inches.	Ther. at 4.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.																	
1				Moved to Dock	beam	0			30.46	46	41	39		b.c.	cumulated	9	
2					"	0			30.46	44	40	39		"	"	8	
3					"	0			30.43	44	41	40		"	"	4	
4					"	0			30.44	44	42	41		"	"	4	
5					Sheet	0-1			30.38	44	42	41		b.c.m.	"	4	
6					"	0-1			30.38	44	42	41		"	"	4	
7					"	0-1			30.38	45	43	42		"	"	4	
8					"	0-1			30.38	45	43	42		"	"	2	
9					"	0-1			30.36	47	44	42		"	"	1	
10					"	0-1			30.36	49	44	42		o.c.	cumulated	0	
11					"	1-2			30.34	51	44	42		"	"	0	
Noon.					"	2-3			30.31	51	45	43		o.c.d.	"	0	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

400 "

Coal consumed during the preceding 24 hours,

tons 14 45 lbs.

Coal remaining on hand at Noon,

40 " 1850 "

P. M.																	
1			Moved to Dock	Sheet	2-3				30.29	51	45	43		o.c.d.	unit	0	
2				"	2-3				30.25	52	45	45		"	"	0	
3				"	2-3				30.25	52	46	45		"	"	0	
4				"	2-3				30.25	52	46	46		"	"	0	
5				St. by N.	1				30.24	56	46	45		"	"	0	
6				"	1				30.24	53	45	44		"	"	0	
7				"	1-2				30.24	52	45	44		o.c.	"	0	
8				"	1-2				30.24	52	46	45		"	"	0	
9				"	1				30.25	52	46	45		b.c.w.	cumulated	3	
10				"	1				30.27	51	45	44		"	"	3	
11				"	0-1				30.27	50	44	43		"	cir.cum.	7	
Mid.				"	0-1				30.28	50	44	43		b.w.	new	10	

Commander Louis Kingsley
Tuesday, December 4

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bleak and calm first part, partly cloudy latter part. Barometer falling slowly. Fire banked under boiler B. for heating purposes.

George R. Evans.

Ensign U.S.N.

From 4 to 8 A.M.

Cloudy and misty. Calm to light air from West. Banked fire under boiler B. Navy yard workmen came aboard at 8 o'clock.

Montgomery M. Taylor.

Ensign U.S.N.

From 8 A.M. to Noon.

Cloudy. Overcast last three hours, terminating with light drizzling rain. Calm followed by light air to gentle breeze from West. At 9.30 mustered at quarters. Apprentices engaged in duels at boats, and school of the squad. By order of the Commanding Officer placed W. H. Garbott App 3 cl. and J. A. Keany App 3 cl. in double rows for three days under charge of Master at Arms on both deck, for petty larceny. By order of same authority placed D. J. Gaine App 3 cl. under charge of Master at Arms, to assist fisher action, for using obscene language to the officer of the deck. Caulking the main deck and working on the poop, being done by men from Construction Dept. 30 in number and one boy. One man from the yard spent about two half hours on board in Dept. of Steam Engineering. Banked fire under boiler B.

J. H. Purcell.

Lieutenant U.S.N.

From Noon to 4 P.M.

Overcast. Drizzling rain. Light to gentle breeze from West. Navy yard workmen on board, viz.: 21 Caulkers, 5 Joiners, 2 Seaching men, and 2 boys. Barometer about steady. Fire banked under boiler B.

George R. Evans.

Ensign U.S.N.

From 4 to 8 P.M.

Overcast and cloudy. Light drizzling rain first part. Light air and breeze from N. by N. Yard workmen mentioned in preceding watch left the ship at 5 P.M. Banked fire under boiler B.

J. H. Purcell.

Lieutenant U.S.N.

From 8 P.M. to Midnight.

Partly overcast at first, clear at end of watch. Very light air from N. by N. Barometer rising. Fire banked under boiler B.

George R. Evans.

Ensign U.S.N.

J. B. McIlhenny,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moored to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Gale, Sky in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Air, at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.															
1				Moored to Dock	N. by W.	0-1		30.30	48	42	40	b. w.	none	10	
2					"	0-1		30.32	45	41	39	"	"	10	
3					"	0-1		30.32	44	42	40	"	"	10	
4					N. E.	1-5		30.32	44	42	40	"	"	10	
5					"	3		30.36	45	42	41	b. w.	cir. strat.	9	
6					"	2-3		30.36	46	42	41	"	"	9	
7					"	2-3		30.36	46	42	41	"	"	9	
8					"	2-3		30.37	46	42	41	"	"	9	
9					North	3		30.44	52	43	42	b.	none	10	
10					"	3		30.43	53	44	43	"	"	10	
11					"	3		30.42	54	46	44	"	"	10	
Noon.					N. by E	3		30.42	54	49	44	"	"	10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	o	'	"
	Longitude by D. R.	o	'	"
	Latitude by observations of ☉	o	'	"
	Longitude by chronometer from Forenoon Observations of ☉	o	'	"
Position at 8 A. M.	Latitude by	o	'	"
	Longitude by	o	'	"
Position at 8 P. M.	Latitude by	o	'	"
	Longitude by	o	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 300 gallons

Water received during the preceding 24 hours, 2800 "

Water remaining on hand fit for use at Noon, 2900 "

Coal consumed during the preceding 24 hours, tons 1615 lbs.

Coal remaining on hand at Noon, 40 " 235 "

P. M.															
1				Moored to Dock	North	2-3		30.38	55	54	51	b. m.	none	10	
2					N. E.	2-3		30.36	55	51	48	"	"	10	
3					N. N. E.	1-2		30.35	55	51	49	"	"	10	
4					N. E.	2-3		30.39	54	51	49	"	"	10	
5					E. N. E.	2-3		30.40	53	48	46	"	"	10	
6					"	2-3		30.41	52	45	44	"	"	10	
7					"	1-2		30.40	51	44	43	"	"	10	
8					"	1-2		30.41	50	42	41	"	"	10	
9					beam	0		30.42	48	42	41	"	"	10	
10					"	0		30.43	48	41	40	"	"	10	
11					"	0		30.43	48	40	39	"	"	10	
Mid.					"	0		30.43	47	40	39	"	"	10	

Commander Louis Kingsley
Wednesday, December 5,

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Wet. Calm to light air from N. by W. first three hours, veering to N.E. in light to stiff breeze last hour. Barometer about steady. Bunked fire under boiler B.

N. O. Goldman
Ensign U. S. N.

From 4 to 8 A.M.

Clear and cold. Light to gentle breeze from N.E. Bunked fire under boiler B. Received on board 2800 gallons fresh water from hydrant in yard.

J. P. Russell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and pleasant weather. Cool. Gentle breeze from North to N. by E.

Gray Yard workmen, 19 caulkers, 8 joiners, 2 leading men and 2 boys, commenced work on board at about 8.00 A.M. and left at 12.00. Received on board in Ordinance, from the Ordnance Department, Gray Yard, 390, 4" projectiles in fixed ammunition. Exercised portion of First Division in Cutter under oars and sail. Fires banded under boiler B for heating purposes. Confined in double rows for three days, by order of Commanding Officer for petty larceny, J. J. Gerbracht App. 3 class.

George R. Cowie
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Light to gentle breeze from North to N.E. Barometer falling. Allowed apprentices to go ashore on liberty. The following Gray Yard workmen were engaged at work on board, 19 caulkers, 11 joiners, 1 in Engineer Dept. Bunked fire under boiler B.

N. O. Goldman
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant weather. Gentle breeze to light air at end of watch from E. N.E. Barometer about steady. Gray Yard workmen discontinued work at 4.55. Fires banded under boiler B, for heating purposes.

N. O. Goldman
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and calm. Barometer rising. Bright moonlight. Fires banded under boiler B. for heating purposes.

George R. Cowie
Ensign U. S. N.

J. B. Alston,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex,
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current, in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.															
1				<i>Moved to Dock</i>	<i>Calm</i>	0		30.42	44	38	37	<i>b. m.</i>	<i>none</i>	10	
2					"	0		30.42	44	36	35	"	"	10	
3					"	0		30.42	43	37	36	"	"	10	
4					"	0		30.42	43	37	36	"	"	10	
5					"	0		30.42	42	37	36	<i>b. m.</i>	<i>cumulated</i>	8	
6					"	0		30.43	42	37	36	"	"	7	
7					"	0		30.44	42	37	36	"	"	2	
8					<i>Wh. W.</i>	0-1		30.45	42	37	36	"	"	1	
9					"	0-1		30.43	47	39	38	<i>b. m.</i>	<i>none</i>	10	
10					"	0-1		30.42	53	43	42	<i>b.</i>	"	10	
11					<i>N. N. E.</i>	1		30.39	58	47	46	"	"	10	
Noon.					"	1		30.36	59	51	49	"	"	10	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2600 "

Coal consumed during the preceding 24 hours,

tens 10 20 lbs.

Coal remaining on hand at Noon,

39 " 1455 "

P. M.															
1				<i>Moved to Dock</i>	<i>Calm</i>	1-2		30.32	62	55	53	<i>b.</i>	<i>none</i>	10	
2				"	"	2-3		30.30	62	54	52	"	"	10	
3				"	"	2-3		30.30	62	57	55	"	"	10	
4				"	"	2-3		30.30	60	54	53	"	"	10	
5					<i>Ch. l.</i>	1-2		30.33	58	53	51	<i>b. m.</i>	"	10	
6					<i>Ch. by h.</i>	2		30.37	55	51	49	"	"	10	
7					<i>N. N.</i>	0-1		30.40	53	49	47	"	"	10	
8					<i>Calm</i>	0		30.41	49	45	43	<i>b.</i>	"	10	
9					"	0		30.41	47	43	42	"	"	10	
10					"	0		30.42	46	42	40	"	"	10	
11					"	0		30.42	44	40	39	<i>F</i>	"	0	
Mid.					"	0		30.42	42	38	36	"	"	0	

under the command of

Commander Louis Kingsley.
Thursday, December 6

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Misty and cold. Calm. Banked fire under boiler B.

Montgomery M. Sengler -

Ensign U.S.N.

From 4 to 8 A.M.

Clear first part, partly cloudy latter part. Calm. Very light N.W. air last hour. Barometer rising. Light mist. Put up, turned and slung main yard. Once banked under boiler B.

George R. Evans.

Ensign U.S.N.

From 8 A.M. to Noon.

Generally clear. Calm to light air from N.W. Barometer falling. At 9.30 mustered apprentices at quarters. Had instructions as follows until 11 o'clock. 1st Division and Porter Division. Boats with oars; all the rest of Apprentices instructed aboard the "Treas". The following yard workmen were engaged at work on board: 11 in construction, 19 caulkers, 1 in dept. of Steam Engineering. By order of Commanding Officer, Lt. Roger App. 3 cl., was ordered to be confined in double irons for three days for disobedience of orders and lying, to begin from December 7. J. M. Duggan, Mach., reported the separation of his term of enlistment. Banked fire under boiler B.

N. Coleman
Ensign U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Light air to light breeze from North. Barometer about steady. Banked fire under boiler B. Ensign L. C. Evans, U.S.N., was detached from this ship and moved to the "U.S.S. Cassin". Instructed all the apprentices in the shops of the yard. The same day yard workmen were on board as in the preceding watch. J. M. Duggan, Mach., was discharged from the Naval Service by order of expiration of his term of enlistment.

N. Coleman
Ensign U.S.N.

From 4 to 8 P.M.

Misty and cool. Calm to light breeze from West to N.W. Barometer rising. Banked fire in boiler B. At 5 o'clock called all hands to muster and read the proceedings and findings in the Summary Court Martial case of Wm. P. Burke, B.N. 2 class; the charges were proved and he was sentenced to be reduced to the next inferior rating, that of Seaman, and to lose six months pay commencing to thirty dollars. The sentence was approved by the Commandant of the Navy Yard. But the loss of pay was refused to the Secretary of the Navy. By order of the Commanding Officer released from confinement and returned to duty, Wm. P. Burke, B.N. 2 class.

N. Coleman
Ensign U.S.N.

From 8 P.M. to Midnight.

Boggy during last hour. Calm. Barometer steady. Banked fire under boiler B.

N. Coleman
Ensign U.S.N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heed.	Leeway.	Height in inches.	Ther. at 5'.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				Moved to Dock.	<i>Balm</i>	0			30.44	41	37	36		<i>b. f.</i>	<i>none</i>	10	*
1					"	0			30.44	40	37	36		"	"	10	
2					"	0			30.45	40	37	36		"	"	10	
3					"	0			30.44	41	37	36		"	"	10	
4					"	0			30.44	40	36	35		<i>f. w.</i>	"	10	
5					"	0			30.45	40	36	35		"	"	10	
6					"	0			30.45	39	36	34		"	"	10	
7					"	0			30.45	39	35	34		"	"	10	
8					"	0			30.48	42	36	35		<i>b. w.</i>	"	10	
9					"	0			30.48	44	38	36		<i>b. c.</i>	<i>cum.</i>	9	
10					"	0			30.44	52	44	42		<i>b.</i>	<i>none</i>	10	
11					"	0			30.42	55	49	47		"	"	10	
Noon.					"	0											

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

0 ' "

Deviation of the Compass by Azimuth ☉ observed at , "

0 ' "

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2300 "

Coal consumed during the preceding 24 hours,

tons 1700 lbs.

Coal remaining on hand at Noon,

38 " 1995 "

P. M.				Moved to Dock	<i>Balm</i>	0			30.38	58	58	56		<i>b. m.</i>	<i>none</i>	10	
1					"	0			30.36	59	57	55		"	"	10	
2					"	0			30.34	60	55	54		<i>b.</i>	"	10	
3					"	0			30.32	60	57	54		<i>b. m.</i>	"	10	
4					"	0			30.33	60	54	52		"	"	10	
5					"	0			30.34	56	50	48		<i>b. c. m.</i>	<i>cir. stal.</i>	9	
6					"	0			30.34	54	48	46		"	"	9	
7					"	0			30.37	52	46	45		"	"	9	
8					"	0			30.37	50	44	43		"	"	9	
9					"	0			30.38	50	44	43		"	"	5	
10					"	0			30.39	48	43	42		"	<i>circum.</i>	4	
11					"	0			30.38	48	43	42		"	"	4	
Mid.					"	0											

Commander Louis Kingsley
Friday, December 7

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

for heating purposes.

Boggy and calm. Barometer about steady. Bunked fire in boiler B.

N. N. Solomon
Ensign U. S. N.

From 4 to 8 A.M.

for heating purposes.

Boggy and calm. Barometer about steady. Bunked fire under boiler B.

N. N. Solomon
Ensign U. S. N.

From 8 A.M. to Merid.

Boggy and damp first part. Clearing later. Calm. Tent for topsail yard on deck for repairs. W. S. Frankland came up to the yard, firing salute of thirteen guns, answered by seven guns from the Franklin. Engaged in cleaning ship and getting stores on board. Caulking of decks finished. Fire bunked under boiler B. P. Ross, F. M. Mate, was brought on board by Thomas Tutty, four hours writing, having been confined at Navy Yard, Gate, for smuggling liquor, and was placed under charge of Quinlan at same, to await action, by order of Commanding Officer. F. Plette, Winter 2 class, was transferred to this ship from the W. S. F. Frankland.

Montgomery M. Taylor

Ensign U. S. N.

From Merid. to 4 P.M.

Slightly misty. Ensign M. L. Sigor, U. S. N., reported on board for temporary duty on Summary Count Material. Received following stores in Pay Dept.: - 30 brace soap, 5 brace tobacco, 462 yds flannel, 295 yds cloth, 300 watch caps, 100 yds calf skin shoes, 200 pair wollen socks, 100 pair drawers, 22 dy. paper buttons, medium, 24 dy. eagle buttons, small, 100 cotton handkerchiefs, 292 jack knives, 150 lbs candles, 200 lbs coffee, 222 lbs tea, 120 lbs pumice, 96 lb raisins, 100 lbs peaches, 3069 lb sugar, 1000 lb rice, 110 yellow beans, 34 yellow peas, 500 lbs bread, 6 mess bottles. Bunked fire in boiler B.

Montgomery M. Taylor

Ensign U. S. N.

From 4 to 8 P.M.

Calm and misty. L. F. Schmitt, B.M. 2 cl., left ship on one week leave from Dec. 7. J. C. James, Lt. A. Mate, left on one week leave from Dec. 8. Bunked fire under boiler B.

Montgomery M. Taylor

Ensign U. S. N.

From 8 P.M. to Mid

Misty. Calm. Bunked fire under boiler B.

Montgomery M. Taylor

Ensign U. S. N.

J. B. McIlhenny

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex,
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4°.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.															
1				Moved to Dock	balm	0		30.38	43	43	42	b.c.m.	cir. cum.	9	
2					"	0		30.38	43	43	42	"	"	9	
3					"	0		30.38	43	43	42	"	"	9	
4					"	0		30.38	43	43	42	"	"	9	
5					"	0		30.31	46	40	39	"	"	9	
6					"	0		30.31	46	40	39	"	"	9	
7					"	0		30.31	47	41	40	"	"	7	
8					South	1		30.30	46	41	40	"	"	6	
9					"	1		30.29	48	43	42	"	"	3	
10					"	1-2		30.28	50	45	44	c.c.m.	cir. cum. mist.	0	
11					"	2		30.25	52	47	46	b.c.m.	"	2	
Noon.					"	1-2		30.21	54	50	48	"	"	2	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 3 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 3 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1800 "

Coal consumed during the preceding 24 hours, tons/530 lbs.

Coal remaining on hand at Noon, 38 " 465 "

P. M.															
1				Moved to Dock	S. by E.	2		30.18	56	51	49	c.c.d.	mist.	0	
2				"	"	2		30.14	57	52	50	"	"	0	
3				"	"	2		30.12	58	54	52	b.c.	strat.	2	
4				"	"	3		30.12	58	53	51	"	"	1	
5				"	S. by W.	2		30.11	57	53	51	b.c.w.	cir. cum. strat.	2	
6				"	"	2-3		30.11	57	53	51	"	"	1	
7				"	"	2-3		30.11	57	53	51	b.c.	cir. cum. strat.	3	
8				"	"	2-3		30.11	57	53	51	"	"	3	
9				"	"	2		30.08	58	54	52	"	"	4	
10				"	"	0-1		30.08	58	54	52	"	"	7	
11				"	S. by W.	2-3		30.09	58	54	52	b.	more	10	
Mid.				"	"	3		30.09	58	54	52	"	"	10	

under the command of

Commander Louis Kingsley
Saturday, December 8

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Misty. Calm. Banked fire under boiler B.

Montgomery M. Taylor
Ensign U.S.N.

From 4 to 8 A.M.

Misty. Calm. Banked fire under boiler B.

Montgomery M. Taylor
Ensign U.S.N.

From 8 A.M. to Noon.

Cloudy. Overcast second hour. Misty. Light air and breeze from South. By order of Commanding Officer released from confinement and restored to duty, J. J. Subrachs, App. 3rd class. A Board of Survey in Advance Equipment met on board. Lt. Childs C. C. Todd, U.S.N. senior member. Banked fire under boiler B. 2 Machinists, 2 Boiler Makers, Quartermaster, Boiler Maker and 1 helper from the Yard at work in Dept. of Steam Engineering. Four men from Construction Dept. at work on board. Received on board from the U.S. Naval Observatory at Washington, 3 bar Clinometers and 3 Transporting Cases. Transferred to the U.S. Naval Observatory at Washington.

J. H. Purcell
Lieutenant U.S.N.

From Noon to 4 P.M.

Cloudy. Overcast first part. Light to gentle breeze from S by W. Banked fire under boiler B. Three Yard workmen at work on board from Construction Dept. and two Yard Machinists in Steam Engineering. By order of Commanding Officer placed in double rows for three days, on both deck, P. R. Fisher App. 3rd class, for assistance to the Officer of the deck.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy. Light to gentle breeze from S. by W. Banked fire under boiler B. Yard workmen mentioned in preceding watch all left the ship by 5 P.M.

J. H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Calm then light air to gentle breeze from S. by W. and S by W. Banked fire under boiler B. L. Hammit App. 3rd class, returned on board 5 hours earlier.

J. H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

WIND.																		
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion of Clear Sky, in 10ths.	State of the Sea.
									Height in inches.	Ther. at d.	Air by Wet Bulb.	Wet Bulb.	Water at Surface.					
A. M.																		
1				Moved to Dock	S. S. E.	0-1				30.08	56	52	50	b.	none		10	
2					Balm	0				30.08	55	52	50	"	"		10	
3					"	0				30.08	55	51	49	"	"		10	
4					"	0				30.08	54	50	49	"	"		10	
5					"	0				30.06	54	50	49	"	"		10	
6					"	0				30.04	56	50	49	"	"		10	
7					S. S. E.	2				30.12	53	50	49	"	"		10	
8					"	2				30.12	53	50	49	b. m.	"		10	
9					N. S. E.	2				30.12	56	53	52	o. c. m.	sumb. cap. cum.		0	
10					"	2				30.13	56	53	52	b. c. m.	" cum.		6	
11					West	2				30.10	62	55	54	"	"		8	
Noon.					S. S. E.	2				30.06	63	56	55	"	"		7	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Latitude by	0	"
Position at 8 A. M. { Longitude by	0	"
Latitude by	0	"
Position at 8 P. M. { Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1400 "

Coal consumed during the preceding 24 hours,

tons 1870 lbs.

Coal remaining on hand at Noon,

37 " 835 "

P. M.																
1				Moved to Dock	S. S. E.	1-2			30.03	65	60	58	b. c.	cap. cum.	7	
2				"	"	2			30.01	67	61	59	"	"	8	
3				"	"	2			30.01	67	64	61	"	calm.	5	
4				"	"	2			30.01	65	62	60	"	"	4	
5				"	"	1			30.01	64	61	59	"	"	5	
6				"	Balm	0			30.06	63	60	58	"	cap.	8	
7				"	"	0			30.10	62	59	57	"	"	8	
8				"	"	0			30.10	60	56	54	"	"	8	
9				"	N. S. E.	2			30.12	58	56	54	"	calm. wind.	0	
10				"	"	2			30.12	58	56	54	"	"	0	
11				"	Balm	0			30.12	53	53	50	"	"	0	
Mid.				"	N. S. E.	3			30.10	53	53	50	"	"	0	

under the command of

Commander Louis Kingsley
Sunday, December 9

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bleak. Calm. Occasional light air from S.W. first hour.
Bunked fires under boiler B.

J. P. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Bleak. Bazy last hour. Calm followed by light breeze from S.W.
and S.W. Bunked fires under boiler B. A. E. Bland App. 3d. returned on board 15 hours
overboard. A. L. Lightfoot Thos Attel, returned from leave.

J. P. Purcell
Lieutenant U.S.N.

From 8 A.M. to Merid.

Partly cloudy and pleasant. Light breeze from West to S.W. Barometer falling.
At 9.30 Mustard at quarters and had Divisional inspection. At 9.45 all hands party of boys to
leave, to attend church in town. At 9.50 ship and crew were inspected by Commanding Officer.
At 10.30 Commanding Officer held Divine Service on board. J. Schlee, B.M. 1st, and P. L. Norton, Painter,
returned from leave of absence. Bunked fires in boiler B. Edward specification of charges preferred
by the Commanding Officer, in the Summary Court Martial case of P. Cox, Stoker, and J. J. James App. 3d.
N. A. H. Sturges Ensign U.S.N.

From Merid. to 4 P.M.

Partly cloudy and warm. Light breeze from S.W. Barometer falling.
All hands visiting party to visit "Marblehead". All hands liberty party of men to go ashore. Bunked
fires in boiler B. A. J. G. B. M. 2d class, returned from leave of absence.

N. A. H. Sturges Ensign U.S.N.

From 4 to 8 P.M.

Calm. Rising barometer. Visiting parties and church parties all returned aboard.
Bunked fires in boiler B.

N. A. H. Sturges
Ensign U.S.N.

From 8 P.M. to Mid.

Overcast. Misty. Calm to light breeze from N.W. Barometer steady. Bunked
fires under boiler B.

N. A. H. Sturges
Ensign U.S.N.

J. B. Meilton,
Lieutenant U.S.N., Navigator

LOG of the UNITED STATES

*Ship Essex,
Moored to Dock, Navy Yard, Norfolk, Va.*

Third Rate,

Hour.	Knots.	Tenks.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.															
1				<i>Moored to Dock</i>	<i>N. N. E.</i>	<i>3-5</i>		<i>30.18</i>	<i>54</i>	<i>51</i>	<i>50</i>	<i>o. c. g. v.</i>	<i>uncl.</i>	<i>0</i>	
2					<i>N. E.</i>	<i>3-5</i>		<i>30.19</i>	<i>54</i>	<i>51</i>	<i>50</i>	"	"	<i>0</i>	
3					"	<i>4</i>		<i>30.20</i>	<i>54</i>	<i>51</i>	<i>50</i>	<i>b. c. g.</i>	<i>cum. uncl.</i>	<i>4</i>	
4					"	<i>4</i>		<i>30.21</i>	<i>53</i>	<i>50</i>	<i>49</i>	"	"	<i>2</i>	
5					"	<i>3-6</i>		<i>30.22</i>	<i>52</i>	<i>50</i>	<i>48</i>	<i>o. c. g.</i>	<i>uncl.</i>	<i>0</i>	
6					"	<i>3-6</i>		<i>30.22</i>	<i>52</i>	<i>50</i>	<i>48</i>	"	"	<i>0</i>	
7					<i>E. N. E.</i>	<i>3-4</i>		<i>30.24</i>	<i>52</i>	<i>51</i>	<i>49</i>	"	"	<i>0</i>	
8					"	<i>3-5</i>		<i>30.26</i>	<i>54</i>	<i>51</i>	<i>49</i>	<i>o. c. g. d.</i>	"	<i>0</i>	
9					"	<i>2-3</i>		<i>30.26</i>	<i>55</i>	<i>51</i>	<i>50</i>	<i>o. c. v.</i>	"	<i>0</i>	
10					"	<i>2-3</i>		<i>30.26</i>	<i>55</i>	<i>54</i>	<i>50</i>	"	"	<i>0</i>	
11					"	<i>2-3</i>		<i>30.26</i>	<i>56</i>	<i>54</i>	<i>50</i>	"	"	<i>0</i>	
Noon.					"	<i>2-3</i>		<i>30.26</i>	<i>56</i>	<i>53</i>	<i>53</i>	"	"	<i>0</i>	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1200 "

Coal consumed during the preceding 24 hours,

tons 10 20 lbs.

Coal remaining on hand at Noon,

36 " 2055 "

P. M.															
1				<i>Moored to Dock</i>	<i>East</i>	<i>3-4</i>		<i>30.22</i>	<i>56</i>	<i>53</i>	<i>53</i>	<i>o. c. v.</i>	<i>uncl.</i>	<i>0</i>	
2					"	<i>3-4</i>		<i>30.21</i>	<i>57</i>	<i>54</i>	<i>53</i>	"	"	<i>0</i>	
3					"	<i>3-4</i>		<i>30.21</i>	<i>57</i>	<i>54</i>	<i>53</i>	"	"	<i>0</i>	
4					"	<i>3-5</i>		<i>30.17</i>	<i>57</i>	<i>54</i>	<i>53</i>	<i>o. c. g. w.</i>	"	<i>0</i>	
5					"	<i>3-5</i>		<i>30.18</i>	<i>58</i>	<i>55</i>	<i>54</i>	<i>o. c. d.</i>	"	<i>0</i>	
6					"	<i>2-4</i>		<i>30.17</i>	<i>58</i>	<i>55</i>	<i>54</i>	<i>o. c. d. g.</i>	"	<i>0</i>	
7					<i>E. N. E.</i>	<i>3-6</i>		<i>30.14</i>	<i>58</i>	<i>55</i>	<i>54</i>	<i>o. c. m. g.</i>	"	<i>0</i>	
8					"	<i>3-5</i>		<i>30.15</i>	<i>59</i>	<i>56</i>	<i>55</i>	<i>o. c. v. g.</i>	"	<i>0</i>	
9					<i>E. E.</i>	<i>4-0</i>		<i>30.12</i>	<i>62</i>	<i>61</i>	<i>59</i>	"	"	<i>0</i>	
10					<i>E. E. E.</i>	<i>3-2</i>		<i>30.12</i>	<i>62</i>	<i>62</i>	<i>60</i>	"	"	<i>0</i>	
11					"	<i>3</i>		<i>30.12</i>	<i>62</i>	<i>62</i>	<i>60</i>	"	"	<i>0</i>	
Mid.					"	<i>3</i>		<i>30.12</i>	<i>64</i>	<i>62</i>	<i>60</i>	"	"	<i>0</i>	

under the command of

Commander Louis Kingsley
Monday, December 10

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and squally, with rain at times. Gentle to stiff breeze from N. N. E. to N. E. Barometer rising. Banked fire in boiler B.

N. N. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Overcast and damp. Gentle to fresh breeze from N. E. to E. N. E. in squalls. Barometer rising. Banked fire in boiler B. At 6.30 commenced coaling ship, from dock, after slackening chain on spur stone and allowing the ship to swing into the dock.

N. N. Coleman
Ensign U. S. N.

From 8 A.M. to Merid.

Cloudy and raining. Light to gentle breeze from E. N. E. At 10.10 a Summary Court met for the trial of G. J. Hansen App. 3 cl. and F. Ross P. M. Mate. At 12.00 the Court took a recess. Engaged in coaling ship till 10.0'clock when stopped on account of rain, having taken in 32 tons. Lieut. Comdr. F. M. Thiel returned from leave. Lieut. A. B. Whittell reported for duty as watch and division officer. Two caulkers at work on board. Four boiler-makers and two helpers at work in engine room. By order of Commanding Officer, A. Lager App. 3 cl. was released from confinement. Banked fire in boiler B.

Montgomery M. Taylor
Ensign U. S. N.

From Merid. to 4 P.M.

Cloudy and raining. Gentle to fresh breeze from East. Summary Court, re-assembled at 1.0'clock and adjourned at 1.55 to await the action of commanding authority. Received on board J. Leary (C.P.) and A. E. Dennis (C.P.) from the "Franklin". Turned into stor cabin crockery and silverware. Four boiler-makers and two helpers at work in engine room. Banked fire in boiler B.

Montgomery M. Taylor
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy and raining. Gentle to stiff breeze from East and E. N. E. Same day yard men at work in Engine Department. Banked fire under boiler B.

Montgomery M. Taylor
Ensign U. S. N.

From 8 P.M. to Mid.

Raining. Calm to moderate breeze from S. E. and S. S. E. Squally. Lt. Review and F. 21, and P. Hancock C. B. Mate, returned from leave. Banked fire in boiler B.

Montgomery M. Taylor
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.															
1				Moved to Dock	Balm	0		30.13	63	60	60	b.c.m.p.	cumulus	4	
2					"	0		30.14	62	60	60	"	"	3	
3					"	0		30.14	62	60	60	b.c.m.w.	"	4	
4					"	0		30.15	62	59	59	o.f.	"	0	
5					"	0		30.17	62	59	58	o.f.r.	unit	0	
6					SE	1-2		30.18	62	59	58	o.f.v.l.	"	0	
7					Balm	0		30.23	61	58	57	o.f.v.	"	0	
8					NE	1		30.24	60	57	56	o.f.d.	"	0	
9					N. N. E.	1		30.28	59	56	55	o.f.	"	0	
10					"	0-1		30.32	60	56	55	"	"	0	
11					"	0-1		30.30	61	56	55	o.c.	"	0	
Noon.					"	0-1		30.29	62	56	55	"	"	0	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1000 "

Coal consumed during the preceding 24 hours,

tons 14 45 lbs.

Coal remaining on hand at Noon,

36 " 1630 "

P. M.															
1				Moved to Dock	N. N. E.	0-1		30.30	62	56	55	o.c.	unit	0	
2					"	0-1		30.29	61	56	55	"	"	0	
3					Balm	0		30.30	61	56	55	"	"	0	
4					N. N. E.	1-2		30.32	60	56	55	"	"	0	
5					"	2		30.34	58	55	55	o.c.m.	"	0	
6					"	1		30.34	57	53	53	"	"	0	
7					"	1		30.36	57	53	51	o.c.	"	0	
8					"	1-2		30.36	56	53	51	"	"	0	
9					NE	1-2		30.37	56	52	51	o.c.m.	"	0	
10					East	1		30.37	56	52	51	"	"	6	
11					"	1		30.35	56	52	51	"	"	0	
Mid.					"	1		30.33	57	53	52	o.f.w.	"	0	

under the command of

Commander Louis Kingsley
Tuesday December 11

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Raining. Calm. Banked fires in boiler B.
Montgomery M. Taylor
Ensign U.S.N.

From 4 to 8 A.M.

Cloudy and raining first three hours. Calm, till last half hour, when light air from N.E. Banked fires in boiler B.

Montgomery M. Taylor
Ensign U.S.N.

From 8 A.M. to Merid.

Cloudy Overcast Foggy first part. Calm. Occasional light air from N. & N.E. Burke out for hold. A. H. Benson App 1st. and Matt. Anderson B.M. 2d. and E. Hornum Cox, returned from leave. Discharged this day from the Naval Service, Chumucki Fukada, Miss Attie, by reason of being an undesirable person for the Naval Service. Received on board in Construction Dept. 200 feet white pine 35 feet oak and 25 feet cypress. Received in Equipment Department, 1 cord of wood, all from the Navy Yard. By order of Commanding Officer released from confinement and returned to duty P.R. Schlot App 8th cl. The following number of men at work in Steam Engineering on work shops of boiler 1 Quartermaster Boiler Maker, 2 Boiler Makers, 1 Carpenter, and 1 Mechanic. Chief Engineer E. J. Kaghurst, U.S.N. returned from leave.

J. Purcell
Lieutenant U.S.N.

From Merid. to 4 P.M.

Overcast and cloudy. Calm and occasional light air from N. & N.E. Received in Equipment Dept. one cord sawed wood from Navy Yard. New mentioned in preceding watch working in Steam Engineering Dept. on boiler.

J. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather overcast and cloudy. Light air to light breeze from N. & N.E. Barometer rising. Lieutenant J. L. Purcell U.S.N. left the ship with leave of absence for 6 days from the 11th inst. Fire banked in boiler B.

W. B. Whitley
Lieutenant U.S.N.

From 8 P.M. to Midnight

Weather overcast and cloudy Foggy last hour. Light air from N.E. to East. Barometer falling. Banked fires in boiler B.

W. B. Whitley
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Morten,
Lieutenant U.S.N. Navigator

under the command of

Commander Louis Kingley
Wednesday, December 12

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather overcast and foggy. Light air from East to calm. Barometer steady. Fires banked in boiler B.

W. B. Kingley
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather fair. Calm to light air from South. Barometer falling. Banked fires in boiler B. Commenced coaling ship, easing spew shows to let ship come in to dock.

W. B. Kingley
Lieutenant U. S. N.

From 8 A.M. to Merid.

Misty and warm. Light air to fresh breeze from South. Squally during latter part of watch. Barometer falling. Port watch engaged in coaling ship. 5 yard workmen engaged at work on board in Dept. of Steam Engineering. Started fires in boiler A. and allowed fires in boiler B. to die out. Temperature of magazine 63° 65° aft, 64° 66° forward. The Acting Appointment of J. L. Ellsworth, Writer 1st class, was revoked for incompetency and he reverted to his former rating; that of Haman Acting appointment as Coxswain was given to J. L. Ellsworth to date from Dec. 8. And B. D. Platts, Writer 2nd class, was given acting appointment as Writer 1st class to date from Dec. 8.

N. P. Coleman
Ensign U. S. N.

From Merid. to 4 P.M.

Cloudy and raining, with squalls during first part of watch. Stiff to light breeze from South to S.W. Barometer falling. At 1.15 was obliged to stop coaling on account of rain, having taken in approximately 125 tons altogether. C. B. Clementine, Cox, and Jeff Ellsworth, Cox, left the ship on one week leave of absence. J. O. Nicholson, Carpenter 3rd class, left the ship on three days leave of absence. Banked fires in boiler A, for heating purposes. Fanned yard workmen aboard at in preceding watch.

N. P. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Overcast first part of watch, clearing during latter part. Light air to moderate breeze from S.W. to West. Barometer rising. Allowed lights, party of men to leave the ship. Lieut. L. R. Black, returned from leave of absence. At 5 o'clock placed J. Fursey, Yeoman, under Master at Arms charge to await action of Commanding Officer on charge of drunkenness on duty. At 7.30 placed J. Fursey, Yeoman, in single room for safe keeping, by order of Commanding Officer. Banked fires in boiler A.

N. P. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Light breeze from West to N.W. Barometer rising. Banked fires under boiler A.

N. P. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther at'd	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.				<i>Moved to Dock</i>	<i>Calm</i>	0			30.22	61	58	56		<i>b. m.</i>	<i>none</i>	10	
1					<i>N. W.</i>	0-1			30.24	59	55	53		"	"	10	
2					"	0-1			30.26	56	53	51		"	"	10	
3					"	0-1			30.28	56	53	51		"	"	10	
4					"	0-1			30.29	54	52	50		"	"	10	
5					"	0-1			30.31	52	50	49		"	"	10	
6					"	0-1			30.34	53	49	47		"	"	10	
7					"	0-1			30.36	54	50	49		"	"	10	
8					<i>Calm</i>	0			30.38	58	51	50		"	"	10	
9					<i>N. W.</i>	1			30.39	59	51	48		"	"	10	
10					"	2			30.37	60	52	48		"	"	10	
11					<i>N. N. W.</i>	2			30.35	60	54	51		<i>b.</i>	"	10	
Noon.																	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"

Position at 8 A. M. { Latitude by
Longitude by

Position at 8 P. M. { Latitude by
Longitude by

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 600 "

Coal consumed during the preceding 24 hours, tons 14 45 lbs.

Coal remaining on hand at Noon, 35 " 14 45 "

P. M.				<i>Moved to Dock</i>	<i>N. W. W.</i>	2			30.30	63	59	54		<i>b.</i>	<i>none</i>	10	
1					"	2			30.29	63	59	54		"	"	10	
2					"	2			30.30	60	57	52		"	"	10	
3					<i>N. W.</i>	2			30.30	58	55	50		"	"	10	
4					"	1			30.32	66	54	52		"	"	10	
5					"	0-1			30.34	65	53	51		"	"	10	
6					<i>Calm.</i>	0			30.34	65	52	50		"	"	10	
7					<i>Ch. N. W.</i>	0-1			30.34	64	50	48		"	"	10	
8					"	0-1			30.36	53	48	47		"	"	10	
9					"	0-1			30.36	53	48	47		"	"	10	
10					"	1			30.36	53	48	47		"	"	10	
11					"	1			30.36	53	48	47		"	"	10	
Mid.																	

Commander Louis Kingsley
Thursday, December 13

, U. S. Navy,
1894.

Items received in Equip. Dept.

From 100	50 Chain Pines.	40 yds Bunting, red. 18	Barometer
From 100	6 Pair Leadies.	10 " Muslin, white	Capt. Man
From 100	2 Jar Brushes.	10 " Bunting, "	Ensign W. F. N.
From 100	68 lbs. Lump rezing, 12 tds.	25 " " , blue	g. Banded
From 100	68 " Manila Rope, 12 "	5 " " , yellow.	Capt. Man
From 100	50 " Lump Batline, 18 "	5 " " , green.	Ensign W. F. N.
From 100	140 " Manila Rope, 1 1/2 "	8 spoons, Tearing bottom.	and N. S. N.
From 100	160 " " " , 2 "	60 yds. Enamelled cloth, white,	W. F. N. by order
From 100	150 " " " , 2 1/4 "	40 Bath Bricks.	of San Diego,
From 100	120 " " " , 2 1/2 "	4 Tearing Boards.	two brick makers,
From 100	200 " Lump. " 3 "	70 Box Cracker.	C. James Tinsley,
From 100	40 yds Canvas Plac 4	18 Candlesticks, Tin.	and in Equip.
From 100	24 fath. Bolt Rope 1/4 "	250 gallons Lard Oil.	Constant Salt Lamp,
From 100	10 lbs. Distance Line.	1 " Nettle Pot Oil.	agrees 65° 61' forward,
From 100	50 Hammocks	36 Cante, Galvanizing iron.	Ensign W. F. N.
From 100	100 lbs. Roundline.	35 Hooks, Tangle (aest.)	and two
From 100	100 " Roundline.	30 " , Ties "	and repairing
From 100	50 lb. Signal Callbards.	100 " , Ties "	Tramway, to the
From 100	700 " Old Junk.	30 Shingles.	and hammock.
From 100	25 " Olive glass.	36 Squidger Plates.	for appended
From 100	150 Sail Needles.	1 gross Safety Matches.	how for exercise
From 100	15 lb. Preswax.	240 Candles, Running Light.	Ensign W. F. N.
From 100		From Meads to W. F. N.	Five banded
From 100			Ensign W. F. N.
From 100			under boiler

Examined and found to be correct.

J. B. McIlton,
Lieutenant W. F. N. Navigator

LOG of the UNITED STATES

Ship, *Essex*
*Moved to Dock, Navy Yard, Norfolk, Va.**Third* Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Wet Bulb.	Air, Dry Bulb.	Water at Surface.				
A. M.																
1				<i>Moved to Dock</i>	<i>Ch. & Ch.</i>	1		30.36	51	47	46		<i>b.</i>	<i>none</i>	10	
2					"	1		30.37	49	46	45		"	"	10	
3					"	0-1		30.37	48	45	44		"	"	10	
4					"	0-1		30.38	47	44	43		"	"	10	
5					<i>Balm</i>	0		30.38	44	42	40		"	"	10	
6					"	0		30.40	44	41	39		"	"	10	
7					"	0		30.42	44	40	37		"	"	10	
8					"	0		30.44	44	39	38		"	"	10	
9					"	0		30.49	46	41	39		"	"	10	
10					"	0		30.45	52	44	43		"	"	10	
11					<i>North</i>	1		30.44	56	46	45		"	"	10	
Noon.					"	0-1		30.40	59	50	48		"	"	10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 400 "

Coal consumed during the preceding 24 hours, tons 1020 lbs.

Coal remaining on hand at Noon, 35 " 385 "

P. M.																
1				<i>Moved to Dock</i>	<i>North</i>	1		30.39	59	52	49		<i>b.</i>	<i>none</i>	10	
2					"	1-2		30.37	60	51	49		"	"	10	
3					"	1		30.37	60	58	55		"	"	10	
4					"	1		30.37	60	60	56		<i>b.c.</i>	<i>cir.</i>	9	
5					<i>Balm</i>	0		30.38	57	57	56		"	<i>cir. cum.</i>	8	
6					"	0		30.40	56	56	55		"	"	9	
7					<i>North</i>	1		30.42	53	53	52		"	<i>cir. str.</i>	9	
8					<i>Balm</i>	0		30.43	52	52	51		"	"	9	
9					"	0		30.43	51	47	46		"	"	9	
10					"	0		30.42	50	46	45		"	"	9	
11					"	0		30.44	49	44	42		<i>b.</i>	<i>none</i>	10	
Mid.					"	0		30.44	48	43	41		"	"	10	

U. S. Navy,
1894.

Midnight to 4 A.M.

Clear and cool. Calms to light air from N.W. Barometer rising. Banked fires in boiler A. for heating purposes.

N. A. Holzman
Ensign U. S. N.

From 4 to 8 A.M.

Clear and cool. Calms to light air from N.W. Barometer rising. Banked fires under boiler A. for heating purposes.

N. A. Holzman
Ensign U. S. N.

From 8 A.M. to Merid.

Calms first hour, then light air to light breeze from N.W. and N.E.W. Clear and pleasant. Finished coaling ship, bunkers being full. Ensign W. W. Taylor, U. S. N., by order of the Navy Dept., was detached from this vessel and ordered to the U. S. S. "Hetic" at San Diego, Cal. A. E. Sharp, Ld. left the ship on five days leave. One Quaternary boiler maker, two boiler makers, one helper and one machinist from the yard not at work on board repairing boiler. C. James, Foreman, Equipment Dept., for being drunk on duty, was reduced to 4th class for three months. Received in Equipment Dept., 1 Foreman, 1 Spy Glass, 1 Pr. Binoculars, 16g Line, 2 Navigators Lamps, 3 Constant Sunk Lamps, and 1 Glass shade. Fires banked under boiler A. for heating ship. Temperature of magazines 63° 61° forward, 67° 64° aft.

Geo. R. Oran
Lieutenant U. S. N.

From Merid. to 4 P.M.

Light breeze from N.W. and N.E. Clear and pleasant. Two carpenters and two painters from the yard at work in Construction Dept., fitting bag racks on both deck and repairing yard room skylight. Same men at work in Engineer Dept. Transferred Edward Reuman, Foreman, to the U. S. Naval Hospital, Norfolk, Va., for treatment with necessary transfer papers and bag and hammock. Received on board from General Storekeeper of the yard, stores in Equipment Dept. as per appended list. Fires banked under boiler A. for heating ship. Released C. A. Felsche, App. 3rd, for one hour for exercise.

Geo. R. Oran
Lieutenant U. S. N.

From 4 to 8 P.M.

Light air from N.W. and N.E. and calms. Clear and pleasant. Fires banked under boiler A. for heating ship.

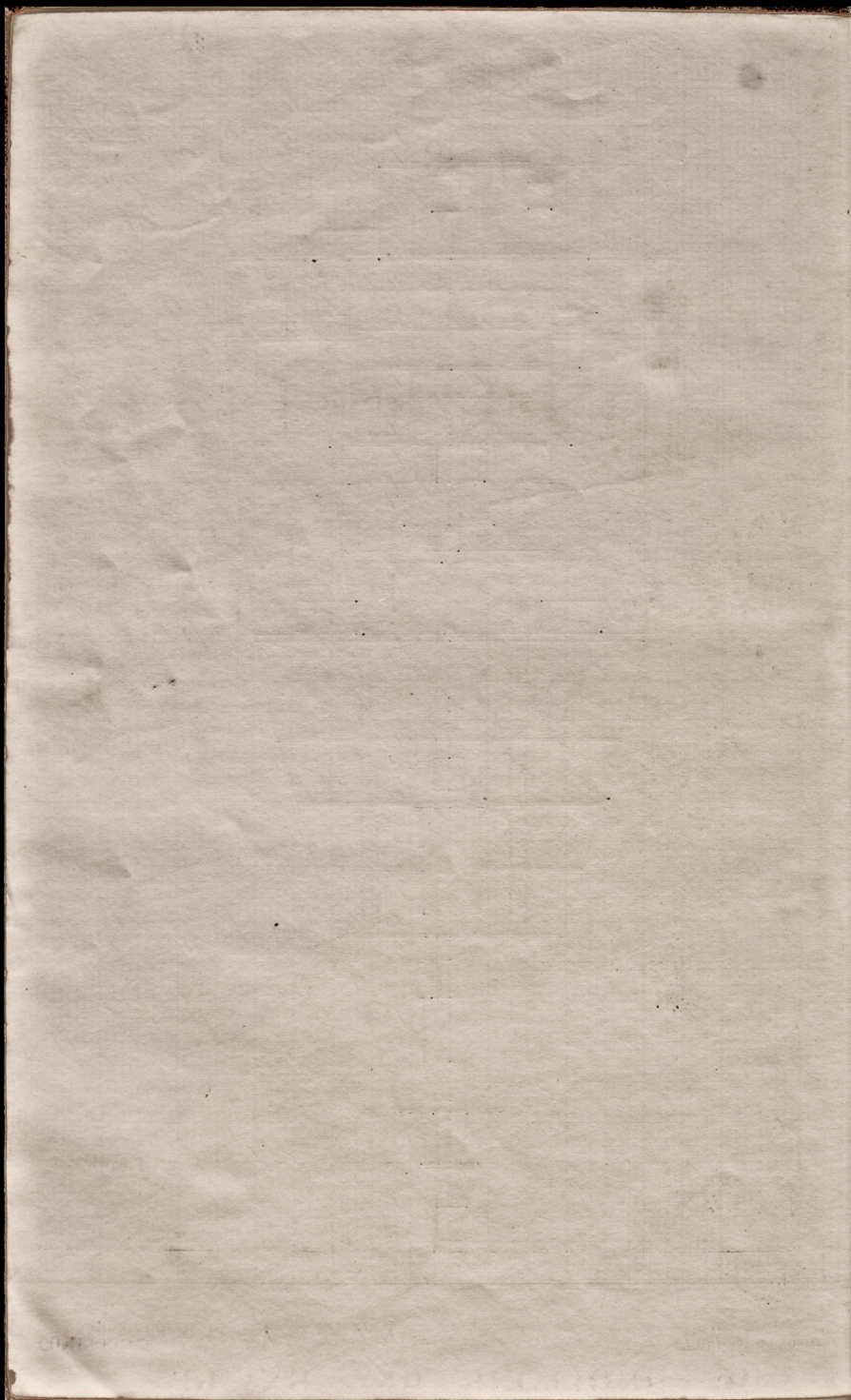
Geo. R. Oran
Lieutenant U. S. N.

From 8 P.M. to Merid.

Light air from N.W. and calms. Clear and cool. Fires banked under boiler A. for heating ship.

Geo. R. Oran
Lieutenant U. S. N.

J. B. McIlton,
Lieutenant U. S. N. Navigator



under the command of

Commander Louis Kingsley
Friday, December 14

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light airs from N. N. W. and calms. Clear and cool. Bright moonlight. Fires banked under boiler A. for heating ship.

W. B. Whitley
Lieutenant U. S. N.

From 4 to 8 A.M.

Calms, clear and cool. Fires banked under boiler A. for heating ship.

W. B. Whitley
Lieutenant U. S. N.

From 8 A.M. to Noon.

Weather clear and pleasant. Calms to light airs from North. Barometer falling. At 9.30 mustered crew at quarters, and the following Summary Court Martial sentences published at general muster and put in execution: Peter Ross (U. S. N.), solitary confinement from sunset to sunrise for thirty days; D. J. Baines (App. 3^d class), solitary confinement for 15 days in double irons on bread and water, with full ration every fifth day. Arthur Burns (B. N. 2^d cl.) returned from liberty, 1/4 hour maritime. Charles Schmidt (B. N. 2^d cl.) returned from leave. The Divisions were exercised as follows: First, at small arms. Fenced at single sticks. Third and Fourth divisions at pistols. Engaged in painting yards and masts. Broke out the fore hold. The W. F. MacKinnon, shifted her berth to the dock ahead of this ship. One Quartermaster, Boilermaker, two Boilermakers one helper and one Blacksmith from the Navy yard at work on board repairing boiler C. Fires banked in boiler A. for heating ship. Temperature of magazine, 65° 61° forward, 63° 65° aft. By order of Commanding Officer, Charles Wheeler, Sole, was rated to Quarter 3^d class, to date from Dec. 10. 1894.

W. B. Whitley
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather clear and pleasant. Light airs to light breeze from North. Barometer steady. Engaged in painting spar and stowing for hold. Received in Pay Dept. 1968 lbs flour, 600 lbs bread and 150 sandwiches. Received articles in Engineer Dept. as follows: - 10 sheets tin, 4 canvas essey cloth, 24 files (set), 100 lbs wrench, 6 scrapers, (ships) 6 brass elbows, 6 brasses, 12 glass water gauges, 6 sealing hammers, 20 boiler cuts (set), 10 lb copper wire, 2 bolts, 20 screws, 25 official envelopes, 1 oval compass iron, 10 lb steel lead, 4 brass unives, 100 tinners shears, 12 thermometers for salinometer, 5 yds, webbing, 2 metal hydrometers, 2 iron canoes, 2 rubber tubes, 1 bottle mending paper, 10 sheets blotting paper, 1/2 ream letter paper, 1/2 ream note paper, 6 pen holders, 1 box steel pens, 12 lead pencils, 1/2 gross slate pencils, 1 letter file, 100 letter envelopes, 24 tops for hand lamps, 4 thermometers ordinary, 24 hydrometers, 12 Bristol brass, 10 lb sponge, 240 lb. waste, 7 lb bits and nuts, 170 feet iron rope, 10 yds cotton canvas, 2 brass oil faders, 1 set turner dille, 1 set tape sticks and dies. Saw Navy yard workmen on board as entered in former watch. Fires banked in boiler A. for heating ship.

W. B. Whitley
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant. Calms to light airs from North. Barometer rising. Fires banked in boiler A. for heating ship.

W. B. Whitley
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather clear and cool. Calms. Barometer steady. Fires banked in boiler A. for heating ship.

W. B. Whitley
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force and Direction of Surface Wind.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1				Moved to Dock.	balm	0		30.44	48	44	43		b. m. w.	none	10	
2					"	0		30.45	47	43	42		"	"	10	
3					"	0		30.46	46	43	42		"	"	10	
4					"	0		30.47	45	42	41		"	"	10	
5					balm	0		30.47	43	40	39		b. w.	"	10	
6					"	0		30.48	42	39	38		b. m. w.	"	10	
7					"	0		30.50	42	39	38		"	"	10	
8					"	0		30.52	42	40	38		"	"	10	
9					"	0		30.52	45	43	42		b. c.	cum. et al.	9	
10				In Dry Dock.	"	0		30.52	48	44	43		"	"	9	
11					South	0-1		30.48	52	47	46		"	"	9	
Noon.					"	0-1		30.44	53	48	47		"	cir.	9	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

 { Longitude by D. R. 0 " "

 { Latitude by observations of ☉ 0 " "

 { Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

 { Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

 { Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

200

Coal consumed during the preceding 24 hours,

tons 1530 lbs.

Coal remaining on hand at Noon,

34 " 1095

P. M.																
1				Moved to Dock	South	0-1		30.40	69	52	49		b. m. w.	none	10	
2					"	0-1		30.39	61	55	50		"	"	10	
3					"	0-1		30.39	62	55	53		"	"	10	
4					"	0-1		30.39	61	55	53		"	"	10	
5					"	0-1		30.38	60	54	52		"	"	10	
6					"	0-1		30.39	58	53	51		"	"	10	
7					"	0-1		30.40	56	50	49		"	"	10	
8					"	0-1		30.41	55	49	48		"	"	10	
9					"	0-1		30.41	54	48	47		b. c.	cir. et al.	9	
10					"	0-1		30.42	52	47	46		"	"	8	
11					"	0-1		30.42	51	47	46		"	"	7	
Mid.					"	0-1		30.43	49	46	45		"	"	6	

Commander Louis Kingsley
Saturday, December 15

, U. S. Navy,
18 4.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and cool. Calm. Barometer rising. Banked fire in boiler A. for heating ship.

W. B. Whittlesey
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather clear overhead, fog and mist on water. Calm. Barometer rising. Fire banked in boiler A. for heating ship.

W. B. Whittlesey
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and cool. Calm to light air from South. Barometer falling. At 8.45 commenced to cast off chain and warp ship ahead and into dry dock. At 10.30 ship rested on keel blocks. Put hands on to clean ship's bottom. Got starboard gangway aboard. Filled foot locker to correct slight list. J. E. Newman L. & M., returned from leave. Banked fire under boiler A. 4 men from Dept. Steam Engineering at work on board. Temperature of magazines 62°-61° forward, 62°-62° aft.

N. P. Coleman
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Calm to light air from South. Barometer falling. Allowed liberty party of boys to go ashore. Put working party on dock, to clean up, abaft of where ship lay. Got aboard condemned rigging which had been landed to be tossed in. Put E. J. Bergetton App. 3 cl., to the Norfolk Hospital for treatment. Got light yards aboard. Banked fire in boiler A.

N. P. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Clear. Cooler. Calm to light air from South. Liberty party of boys returned aboard except Ch. P. Horton App. 3 cl. Received on board Dr. Reardon, Pa. for transfer from U. S. Atlantic to U. S. S. Vermont. Banked fire in boiler A.

N. P. Coleman
Ensign U. S. N.

From 8 P.M. to Midnight.

Partly cloudy and cool. Barometer rising. Light air from South. Banked fire in boiler A.

N. P. Coleman
Ensign U. S. N.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
In Dry Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.				<i>In Dry Dock</i>	<i>South</i>	0-1		30.43	48	45	44	b.c.	<i>cum. str.</i>	6	
1					"	0-1		30.43	48	45	44	"	"	6	
2					"	0-1		30.43	48	45	44	"	"	6	
3					"	0-1		30.43	48	45	44	"	"	6	
4					"	1		30.43	45	43	42	b.c.w.	<i>cin. str.</i>	7	
5					<i>S. S. W.</i>	1		30.43	45	43	42	"	"	7	
6					"	1		30.43	45	43	42	"	"	7	
7					"	1		30.43	46	43	42	b.c.	"	8	
8					"	1-2		30.44	49	46	45	"	"	8	
9					"	1-2		30.44	52	47	46	"	<i>cin. cum.</i>	7	
10					"	2		30.42	56	50	49	"	"	6	
11					"	2-3		30.39	59	51	50	"	"	5	
Noon.					"										

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

200 gallons.

Water *received* during the preceding 24 hours,

2800 "

Water remaining on hand fit for use at Noon,

2800 "

Coal consumed during the preceding 24 hours,

tons 1020 lbs.

Coal remaining on hand at Noon,

34 " 75 "

P. M.				<i>In Dry Dock</i>	<i>S. S. W.</i>	3		30.34	60	54	52	b.c.	<i>cin. cum.</i>	5	
1					"	2-4		30.30	61	56	53	"	"	5	
2					"	2-4		30.28	62	58	56	"	"	6	
3					"	2-4		30.28	62	59	57	"	"	7	
4					"	2-3		30.29	62	58	56	"	"	5	
5					"	0-1		30.30	62	56	54	b.c.	"	0	
6					"	0-1		30.30	62	57	55	"	"	4	
7					"	0-1		30.30	62	57	55	"	"	4	
8					"	1-2		30.30	63	58	57	"	"	6	
9					"	1-2		30.30	63	57	56	"	"	6	
10					"	2		30.31	62	57	56	"	<i>cin. cum.</i>	4	
11					"	2		30.31	61	57	56	"	"	3	
Mid.					"										

under the command of

Commander Louis Kingsley
Sunday, December 16

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partly cloudy and cool. Calm to light air from South.
Barometer steady. Bunked fire in boiler A.

A. T. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Cool. Partly cloudy. Calm to light air from South to S.W. Barometer steady. Bunked fire in boiler A.

A. T. Coleman
Ensign U. S. N.

From 8 A.M. to Noon

Light air to gentle breeze from S.W. Fair and pleasant. At 9.30 Commanding Officer inspected crew at quarters and the ship. Absent without leave, W. P. Thornton, App. 3cl. and D. Leary E.P., Discharged from this vessel and the Naval Service August Fredericksen, Acting Chief Quartermaster, with Continuous Service Certificate No 9957, and Patrick Doyle, Water Tender, with Continuous Service Certificate No 1624, their terms of enlistment having expired. Released from confinement by order of the Commanding Officer, L. A. Feltche's App. 3cl. his term of confinement having expired. By same authority placed D. J. Harris App. 3cl. in solitary confinement in double room on board and water for fifteen (15) days with full rations every 24 day, in accordance with the sentence of a Court Martial. Put a party of apprentices to the Catholic Church in Portsmouth. Temperature of magazine forward 60° 60°, aft 60° 60° aft. Bunked fire in boiler A.

Geo. R. O'Leary
Lieutenant U. S. N.

From Noon to 4 P.M.

Light to moderate breeze from S.W. Fair and pleasant. Church party returned. Bunked fire in boiler A.

Geo. R. O'Leary
Lieutenant U. S. N.

From 4 to 8 P.M.

Mild light from S.W. and calm. Partly cloudy and pleasant. W. P. Thornton, App. 3cl. returned 24 hours overtime. Bunked fire in boiler A.

Geo. R. O'Leary
Lieutenant U. S. N.

From 8 P.M. to Midnight

Light air to light breeze from S.W. Partly cloudy and pleasant. Bunked fire in boiler A.

Geo. R. O'Leary
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Motion,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
In Dry Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky in 100.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.				<i>In Dry Dock</i>	<i>S. S. E.</i>	1-4			30.28	62	56	55	O. c.	<i>Comm. mist.</i>	0	
1					"	1-4			30.30	62	56	55	"	"	0	
2					"	1			30.29	62	56	56	O. c. d.	"	0	
3					"	1-2			30.28	62	56	56	"	"	0	
4					"	1-2			30.29	61	55	54	"	"	0	
5					"	1-2			30.29	61	55	54	b. c.	"	4	
6					<i>S. E.</i>	1-2			30.29	60	56	56	"	"	4	
7					"	1			30.31	59	55	55	"	"	8	
8					<i>N. S. E.</i>	2			30.36	62	57	57	"	<i>air. rain.</i>	9	
9					"	2			30.36	63	58	58	"	"	9	
10					<i>N. N. E.</i>	2			30.35	64	59	58	b.	<i>none</i>	10	
11					<i>North</i>	1-2			30.33	64	60	57	"	"	10	
Noon.																

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2500 "

Coal consumed during the preceding 24 hours, 140 tons 1530 lbs.

Coal remaining on hand at Noon, 173 " 785 "

P. M.																	
1				<i>In Dry Dock</i>	<i>N. N. E.</i>	1-2			30.30	64	60	57	b. c.	<i>cum.</i>	9		
2				<i>Moved to Dock</i>	"	2			30.31	64	61	57	"	"	9		
3					"	3			30.32	64	61	57	"	"	9		
4					"	3			30.34	61	59	57	"	"	9		
5					"	2			30.38	58	55	53	"	"	8		
6					"	2			30.40	58	54	52	b.	<i>none</i>	10		
7					<i>N. E.</i>	2			30.42	58	53	52	"	"	10		
8					"	1-4			30.44	58	53	51	"	"	10		
9					"	2-4			30.45	57	50	49	"	"	10		
10					"	3			30.48	57	51	49	"	"	10		
11					<i>North</i>	4-5			30.50	56	49	47	"	"	10		
Mid.					"	5			30.51	55	47	47	"	"	10		

under the command of

Commander Louis Kingsley
Monday, December 17

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light airs to moderate breeze from S.W. Oncoast with drizzling rain last two hours. Banked fire in boiler #1.

W. S. Whitelocky
Lieutenant U. S. N.

From 4 to 8 A.M.

Light airs to light breeze from S.W. and S.W. Clearing. Banked fire in boiler #1.

W. S. Whitelocky
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather clear and pleasant, with light breeze from S.W. to North. Barometer falling. Engaged in scraping ship's bottom. Overhauled all the magazine and sea cocks and valves. The following Navy Yard workmen were engaged on board: from Construction Dept. 2 caulkers, caulking in cabin partry; 1 carpenter and 1 ship fitter putting up galley; from Engineer Dept. 6 machinists, 2 Quasterman Boilermakers, 2 Boilermakers and 2 helpers. Rigged in the flying jib boom. Banked fire in boiler #1. Temperature of magazine 65° 64° forward, 64° 64° aft.

W. S. Whitelocky
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather clear and pleasant, with light to gentle breeze from N.W. Barometer rising. At 130 hauled out of Dry Dock, and moved ship alongside of the wharf in easy position as floated on Saturday. Edward Newman (Boat) and D. F. Ekins (App. 3 cl.) were transferred to this ship from the Naval Hospital. The following Navy Yard workmen from Engineer Dept. were at work on board: 2 Machinist, 2 Quasterman Boilermakers, 2 Boilermakers, and 1 helper. Banked fire in boiler #1.

W. S. Whitelocky
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant. Light to moderate breeze in puffs from N.W. to N.E. Barometer rising. Banked fire in boiler #1.

W. S. Whitelocky
Lieutenant U. S. N.

From 8 P.M. to Merid.

Weather clear and cool, with light to stiff breeze from N.E. to North. Barometer rising. Banked fire in boiler #1.

W. S. Whitelocky
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Maitlen,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 1/2.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>Moved to Dock</i>	<i>North</i>	2-4		30.52	54	48	47		<i>b.</i>	<i>none</i>	10	
1						3-4		30.53	53	46	45		"	"	10	
2					"	3-5		30.54	51	45	44		"	"	10	
3					"	3-5		30.56	50	44	43		"	"	10	
4					"	4		30.56	49	44	43		<i>b.e.</i>	<i>circum</i>	9	
5					"	4		30.56	48	43	42		"	"	8	
6					"	3-4		30.60	47	43	42		"	"	8	
7					"	3		30.64	47	43	42		"	"	9	
8					<i>N. N.E.</i>	3-6		30.64	48	44	43		"	"	7	
9					"	4-6		30.64	49	45	43		"	"	8	
10					"	4-5		30.66	50	45	44		"	"	6	
11					"	4		30.63	51	46	45		"	"	6	
Noon.																

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	0	"
	Longitude by D. R.	0	0	"
	Latitude by observations of ☉	0	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	0	"
Position at 8 A. M.	Latitude by	0	0	"
	Longitude by	0	0	"
Position at 8 P. M.	Latitude by	0	0	"
	Longitude by	0	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2300 "

Coal consumed during the preceding 24 hours, tons 1020 lbs.

Coal remaining on hand at Noon, 172 " 2005 "

P. M.				<i>Moved to Dock</i>	<i>N. N.E.</i>	2-3		30.61	52	51	48		<i>b.e.</i>	<i>circum</i>	7	
1					"	2		30.60	52	49	47		"	"	6	
2					"	2		30.59	51	50	48		"	"	5	
3					<i>North</i>	2		30.60	49	49	47		"	"	5	
4					<i>N. N.E.</i>	2		30.60	49	45	44		"	"	6	
5					"	2		30.58	48	44	43		"	"	8	
6					"	1		30.57	48	42	41		"	"	8	
7					"	0-1		30.58	46	41	40		"	"	1	
8					<i>West</i>	0-1		30.60	45	40	39		<i>b.e.</i>	<i>circum</i>	0	
9					"	1		30.60	45	40	39		"	"	0	
10					"	1		30.58	46	40	39		"	"	0	
11					"	1		30.56	46	41	40		"	"	0	
Mid.																

Commander Louis Kingsley
Tuesday, December 18

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and cool. Light to stiff breeze from North. Barometer rising. Bunked fire in boiler "A" for heating ship.

W. R. Humphreys
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather clear and cool. Moderate to gentle breeze from North. Barometer rising. James Leary (C.P.) was brought on board 2 days on time, by Chain's Orderly from Navy Yard Prison. Bunked in boiler "A".

W. R. Humphreys
Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudy and cool. Gentle to fresh breeze from N. & E. Barometer variable. Lieut. J. L. Russell returned from leave. At 9.30 mustered at quarters and had drill as follows, until 10.30: 1st Division, setting up; 2nd Division, infantry; 3rd and Powder Divisions, eight stacks. Commenced getting in stores and stores for hold. The following yard workmen were engaged in work on the ship; 10 men in Dept. of Steam Engineering and 3 men in Construction Dept. Bunked fire under boiler "A". Temperature of magazines 65° 62° forenoon, 65° 63° aft.

W. P. Holman
Ensign U. S. N.

From Merid. to 4 P.M.

Cloudy weather. Light to gentle breeze from N. & E. to North. Finished stowing for hold. Received store in Dept. of Supplies and Accounts as follows: 4000 lbs. Pork, 2000 lbs. Beef, 106 gallons Molasses, 120 gallons Sugar, 912 lbs. Beans, 960 lbs. Vegetables, 1440 lbs. Ham, 352 1/2 lbs. Butter, 1440 lbs. Corned Beef, 465 lbs. Sausage, 1440 lbs. Cured Ham, 960 lbs. Cured Beef, and 574 lbs. Fat. Received store in Dept. of Steam Engineering as follows: 35 lbs. Botta and Mota Iron, 10 lbs. Iron Wreath (Cast), 3 Dust Brushes, 6 Rust Brushes (Each 10 in.), 6 Brass Bore, 4 Whitworth Brushes, 5 lbs. Brass Wire 4 Brass Padlocks, 17 lbs. Sheet Iron 1/8", 100 lbs. White Lead, 200 lbs. White Zinc, 10 lbs. Kerosene, 10 gallons Linseed oil, 10 gallons Turpentine, 20 lbs. Brown Glass, 1/2 barrel Emery Cloth, 2 Hellen Kerosene, 2 Doz Mota rubber, 2 Doz Mota manilla, 25 lbs. Flat Iron, 5 lbs. Flat Iron, 250 lbs. Brass Pipe 1/2", 29 lbs. Mota Metal, 15 lbs. Putty, 200 lbs. Round Iron, 100 lbs. Round Iron, 500 lbs. Flat Iron, 25 lbs. Flat Iron, 1/2 lb. Kerosene, 75 lbs. Flat Water Pump, 50 lbs. Yellow, 1 Length Iron Pipe, 97 lbs. Round Iron, 30 Iron Botta 7/8" x 1 1/2", 35 lbs. Botta 7/8" x 2". Rigged all flying jib boom. Turned in condemned gear to rigging loft. Received old main top sail from sail loft. Bunked fire under boiler "A".

W. P. Holman
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy. Light breeze to light air from N. & E. Barometer variable. Bunked fire under boiler "A". Allowed liberty party to go ashore.

W. P. Holman
Ensign U. S. N.

From 8 P.M. to Mid.

Onset. Light air from West. Barometer falling. Bunked fire under boiler "A".

W. P. Holman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex.
Moor'd to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 4 ft.	Air by Anem.	Wet Bulb.	Wet at Surface.				
A. M.																	
1				<i>Moor'd to Dock</i>	<i>N. N. E.</i>	<i>2</i>			<i>30.51</i>	<i>44</i>	<i>41</i>	<i>41</i>		<i>b. c.</i>	<i>cum.</i>	<i>5</i>	
2					<i>"</i>	<i>2</i>			<i>30.48</i>	<i>44</i>	<i>42</i>	<i>41</i>		<i>"</i>	<i>"</i>	<i>6</i>	
3					<i>"</i>	<i>2</i>			<i>30.43</i>	<i>44</i>	<i>42</i>	<i>41</i>		<i>"</i>	<i>"</i>	<i>4</i>	
4					<i>"</i>	<i>1</i>			<i>30.42</i>	<i>44</i>	<i>43</i>	<i>42</i>		<i>"</i>	<i>"</i>	<i>2</i>	
5					<i>E. N. E.</i>	<i>1</i>			<i>30.40</i>	<i>47</i>	<i>45</i>	<i>44</i>		<i>"</i>	<i>cum. incl.</i>	<i>2</i>	
6					<i>N. E.</i>	<i>1</i>			<i>30.38</i>	<i>48</i>	<i>46</i>	<i>45</i>		<i>o. c. r.</i>	<i>"</i>	<i>0</i>	
7					<i>"</i>	<i>1</i>			<i>30.38</i>	<i>48</i>	<i>46</i>	<i>45</i>		<i>o. c. d.</i>	<i>"</i>	<i>0</i>	
8					<i>N. E.</i>	<i>1</i>			<i>30.38</i>	<i>48</i>	<i>46</i>	<i>45</i>		<i>o. c. r.</i>	<i>"</i>	<i>0</i>	
9					<i>"</i>	<i>1</i>			<i>30.38</i>	<i>52</i>	<i>45</i>	<i>44</i>		<i>"</i>	<i>"</i>	<i>0</i>	
10					<i>"</i>	<i>1</i>			<i>30.36</i>	<i>52</i>	<i>45</i>	<i>45</i>		<i>"</i>	<i>"</i>	<i>0</i>	
11					<i>"</i>	<i>1</i>			<i>30.36</i>	<i>52</i>	<i>45</i>	<i>44</i>		<i>"</i>	<i>"</i>	<i>0</i>	
Noon.					<i>"</i>	<i>1</i>			<i>30.36</i>	<i>52</i>	<i>45</i>	<i>44</i>		<i>"</i>	<i>"</i>	<i>0</i>	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2000 "

Coal consumed during the preceding 24 hours,

tons 14 45 lbs.

Coal remaining on hand at Noon,

172 " 560 "

P. M.																	
1				<i>Moor'd to Dock</i>	<i>N. N. E.</i>	<i>1</i>			<i>30.32</i>	<i>57</i>	<i>46</i>	<i>46</i>		<i>o. c. r.</i>	<i>cum. incl.</i>	<i>0</i>	
2					<i>"</i>	<i>1</i>			<i>30.31</i>	<i>57</i>	<i>45</i>	<i>45</i>		<i>"</i>	<i>"</i>	<i>0</i>	
3					<i>"</i>	<i>1</i>			<i>30.31</i>	<i>56</i>	<i>46</i>	<i>46</i>		<i>"</i>	<i>"</i>	<i>0</i>	
4					<i>N. E.</i>	<i>1</i>			<i>30.31</i>	<i>52</i>	<i>46</i>	<i>46</i>		<i>o. c. d.</i>	<i>"</i>	<i>0</i>	
5					<i>"</i>	<i>1</i>			<i>30.32</i>	<i>53</i>	<i>47</i>	<i>47</i>		<i>b. c. w.</i>	<i>"</i>	<i>3</i>	
6					<i>"</i>	<i>1</i>			<i>30.33</i>	<i>53</i>	<i>47</i>	<i>47</i>		<i>"</i>	<i>"</i>	<i>4</i>	
7					<i>"</i>	<i>1</i>			<i>30.34</i>	<i>53</i>	<i>47</i>	<i>47</i>		<i>"</i>	<i>"</i>	<i>6</i>	
8					<i>"</i>	<i>1</i>			<i>30.36</i>	<i>53</i>	<i>47</i>	<i>47</i>		<i>b. c.</i>	<i>inc.</i>	<i>10</i>	
9					<i>South</i>	<i>1</i>			<i>30.37</i>	<i>53</i>	<i>46</i>	<i>46</i>		<i>"</i>	<i>"</i>	<i>10</i>	
10					<i>"</i>	<i>1</i>			<i>30.37</i>	<i>52</i>	<i>45</i>	<i>44</i>		<i>b. w.</i>	<i>"</i>	<i>10</i>	
11					<i>N. N. E.</i>	<i>1</i>			<i>30.39</i>	<i>52</i>	<i>45</i>	<i>44</i>		<i>"</i>	<i>"</i>	<i>10</i>	
Mid.					<i>"</i>	<i>1</i>			<i>30.40</i>	<i>52</i>	<i>45</i>	<i>44</i>		<i>"</i>	<i>"</i>	<i>10</i>	

under the command of

Commander Louis Kingsley
Wednesday, December 19

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Light breeze from N.N.E. Barometer falling. Banked fire under boiler "A".

N. P. Coleman
Ensign U.S.N.

From 4 to 8 A.M.

Cloudy with rain at times. Barometer falling. Light air from N.N.E. to E.N.E. Banked fire under boiler "A".

N. P. Coleman
Ensign U.S.N.

From 8 A.M. to Noon.

Light air from N.N.E. Overcast and rainy. About midtime C. O'Keefe Cox, Two (2) Machinists, and (1) helper, three boiler makers and three (3) helpers, from the Yard at work, leaving shaft and repairing boiler "C". C. B. Clements, Cox, A. E. Sharp, Lde. J. Ellsworth Cox and J. L. Smith, S. Mate's crew, returned from leave. Fires banked under boiler "A", for heating ship. The following punishment was awarded: J. Leary, C.P., for leaving ship without permission and bringing her on board, to be confined in double irons every night for five nights. Temperature of magazines, 62° 61° forward, 63° 61° aft.

J. R. Brown
Lieutenant U.S.N.

From Noon to 4 P.M.

Light air from N.N.E. and N.E. Overcast and rainy. Yard workmen continued work in Engineer Dept. Received on board in Engineer Department from the General Storekeeper of the Yard, 148 1/2 gallons of lard oil, and in the Construction Dept. 10 lb yellow ochre and 5 gallons lard oil (boiled). Fires banked under boiler "A". Found oil clothing and small store. Detested magazine flood cocks and found them in working order.

J. R. Brown
Lieutenant U.S.N.

From 4 to 8 P.M.

Light air from N.E. Clearing weather. Placed J. Leary, C.P., in double irons for the night. Fires banked under boiler "A" for heating ship.

J. R. Brown
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Light air from North and N.N.E. Clear and cool. Fires banked under boiler "A" for heating ship.

J. R. Brown
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

Commander Louis Kingsley
Thursday December 20

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light air from North. Clear and cool. Fires banked under boiler #1, for heating ship.

J. R. Beach
Lieutenant U. S. N.

From 4 to 8 A.M.

Light air to light breeze from North and N. E. Clear and cool. Released J. Leary C.P. from confinement of C.O. Keefe, Cox, returned on board 20 hours on time. Fires banked under boiler #1 for heating ship.

J. R. Beach
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Gentle breeze from N. E. to North. Bent topsails and courses; jib and spinnaker. The following number of men at work on board from Dept. of Steam Engineering Navy Yard, viz: 2 Machinists 3 Boilermakers, and 2 Helpers. Turned into store the following Equipment articles, viz: 1 top pendant, 2 bry ropes, 2 athwart ship tackles, 8 rigging luffs, 1 jell fall, 1 pendant topgallant bracket, 1 clear hawse pendant tail and 1 set hawse pulleys. Received from Equipment Dept. Navy Yard, 1 forest, 1 topsail, 1 topgallant sail, 1 royal, 1 main topgallant sail, 1 royal, 1 main topmast staysail and 1 main topmast staysail. Received from General Storekeeper, 1 main topsail, 3 hatch tarpaulins, add 200 yards 3/4 canvas. Banked fires under boiler #1 for heating purposes. About without leave. The Record, Ramon. Temperature of magazines 61° 60° forward, 60° 60° aft.

J. Purcell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Light and breeze from N. E. and North, followed by calm. 3 Boilermakers and 2 Helpers at work in Steam Engineering Dept from Navy Yard. Received from U. S. F. Matherhead with bag and hammock, transfer pay abstracts and clothing list, F. Adams Ramon. Received the following store in Steam Engineering Dept from Navy Yard, viz: 6 paint brushes, 15 lbs. sheet gum 15, 12 lb. cane 1/2, 19 fine (ash), 4 hack saw blades, 6 rubs, (brass), 12 crop chokes, 1 iron gauge, 6 with gauge glasses, 5 iron plugs, 5 brass nipples, 6 brass elbows, 13 brass couplings, 10 brass tee (union), brass, 1 check valve, 10 globe valves (ash), 6 pump valves (gls) and 250 gallons lubricating oil. Banked fires under boiler #1. Transferred to General Storekeeper, Navy Yard, 600 lb. salt beef. Received in Advance Dept. from General Storekeeper, Navy Yard, 2 great gun targets, (boards and sails), 26 blanket bags, 52 cork straps, 20 hammocks and 4 canteens.

J. Purcell
Lieutenant U. S. N.

From 4 P.M. to 8 P.M.

Clear. Calm. Navy Yard workmen in Steam Engineering Dept. all left the ship by 5 P.M. Banked fires under boiler #1. J. Leary C.P. left the ship without permission. Commander Louis Kingsley U. S. N. left the ship on leave of absence.

J. Purcell
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Calm. Banked fires under boiler #1.

Examined and found to be correct.

Lieutenant U. S. N.

J. B. Meillon,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.															
1				<i>Moved to Dock</i>	<i>Balm</i>	0		30.62	48	42	41	<i>b. w.</i>	<i>none</i>	10	
2					"	0		30.62	45	41	40	"	"	10	
3					"	0		30.62	44	40	39	"	"	10	
4					"	0		30.62	44	39	38	"	"	10	
5					"	0		30.62	47	38	38	<i>f.</i>	"	10	
6					"	0		30.62	47	38	36	"	"	10	
7					<i>N. N. E.</i>	1-2		30.64	43	37	37	<i>b. f.</i>	"	10	
8					"	1-2		30.65	42	36	36	"	"	10	
9					<i>North</i>	1		30.67	47	39	38	"	"	10	
10					"	1		30.66	55	43	42	<i>b. m.</i>	"	10	
11					"	1		30.63	58	47	46	"	"	10	
Noon.					"	1		30.59	59	50	49	"	"	10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 3 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 3 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

0 "

Deviation of the Compass by Azimuth ☉ observed at , "

0 "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1400 "

Coal consumed during the preceding 24 hours,

tons 1200 lbs.

Coal remaining on hand at Noon,

171 " 580 "

P. M.															
1				<i>Moved to Dock</i>	<i>N. N. E.</i>	1		30.55	60	54	53	<i>b.</i>	<i>none</i>	10	
2					<i>South</i>	0-1		30.52	59	55	54	"	"	10	
3					<i>Balm</i>	0		30.52	59	55	54	<i>b. e.</i>	<i>circum</i>	8	
4					"	0		30.52	59	57	55	"	"	7	
5					"	0		30.50	58	54	52	"	"	8	
6					"	0		30.50	55	50	48	<i>b.</i>	<i>none</i>	10	
7					"	0		30.49	54	49	47	"	"	10	
8					"	0		30.50	53	47	46	"	"	10	
9					"	0		30.50	53	47	45	"	"	10	
10					"	0		30.50	52	47	45	"	"	10	
11					"	0		30.49	52	47	45	"	"	10	
Mid.					"	0		30.49	52	47	45	"	"	10	

Commander Louis Kingsley
Friday December 21

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Frosty. Calm. Banked fire under boiler "A".

J. D. Russell
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Frosty. Calm, followed by light air and breeze from N. E. Dense fog greater part of time. Banked fire under boiler "A".

J. D. Russell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Weather clear and pleasant, with light air from North. Barometer falling. At 9.30 inspected crew at quarters. James Leary (C.P.) and William Reardon (Cm) were absent without leave. James Leary (C.P.) was brought on board by the Master at Annapolis, and placed in single room for safe keeping, to await further action by order of the Commanding Officer. The following Navy Yard workmen from Engine Dept. were at work on board: 3 boiler makers, and 2 helpers. Lieut. J. B. Whitton and Ensign W. J. Roman, U. S. Navy, left the ship on General Court Marshal duty in accordance with order from the Navy Dept. Fire banked in boiler "A". Temperature of magazines 60° 65° forward, 61° 60° aft.

W. B. Whiteley
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather clear and pleasant. Light air from N. E. and North, and calm. Barometer steady. Engaged in unloading boys bags and clothing. The same Navy Yard workmen engaged in Engine room as entered in previous watch. Received in Construction Dept. 50 feet dressed oak, 50 lbs red lead, 6 brass bits, 1 metal pin, 10 gallons alcohol, 30 glass window lights; and in Equipment Dept.: 4 rigging mats, 2 for stay mats, 2 jib sheet pendant, and 2 for topmast stayrail sheet pendants. Fire banked in boiler "A".

W. B. Whiteley
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant. Calm. Barometer steady. Fire banked in boiler "A".

W. B. Whiteley
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather clear and pleasant. Calm. Barometer steady. A. P. Shaw App 3rd class, left a visiting party without permission and failed to return to this ship. Fire banked in boiler "A".

W. B. Whiteley
Lieutenant U. S. N.

J. B. Whitton,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Moored to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther at'd	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.																
1				<i>Moored to Dock</i>	<i>Calm</i>	0		30.44	52	46	45		<i>b.</i>	<i>none</i>	10	
2					"	0		30.40	52	46	45		<i>b.c.</i>	<i>cum.</i>	8	
3					"	0		30.38	52	46	45		"	"	6	
4					"	0		30.36	52	46	45		"	"	4	
5					"	0		30.33	53	45	46		"	"	4	
6					<i>SW.</i>	0-1		30.30	53	47	46		"	<i>cir cum.</i>	4	
7					"	0-1		30.30	54	48	46		<i>o.c.p.</i>	<i>cum aml.</i>	0	
8					"	0-1		30.30	54	48	47		<i>b.c.</i>	<i>cir cum</i>	6	
9					<i>Calm</i>	0		30.34	55	48	47		"	<i>cum.</i>	8	
10					<i>SW.</i>	0-1		30.34	59	50	49		"	<i>cir</i>	9	
11					"	1		30.33	62	52	50		<i>b.</i>	<i>more</i>	10	
Noon.					"	1		30.30	66	54	55		"	"	10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "
 { Longitude by D. R. 0 " "
 { Latitude by observations of ☉ 0 " "
 { Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by
 { Longitude by

Position at 8 P. M. { Latitude by
 { Longitude by

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1200 "

Coal consumed during the preceding 24 hours, tons 1920 lbs.

Coal remaining on hand at Noon, 170" 900 "

P. M.																
1				<i>Moored to Dock</i>	<i>North</i>	2-3		30.29	68	60	56		<i>b.</i>	<i>none</i>	10	
2					"	2		30.29	70	58	58		"	"	10	
3					"	2		30.29	71	62	59		"	"	10	
4					<i>N. N. E.</i>	2		30.29	70	63	59		"	"	10	
5					"	2		30.32	64	58	56		"	"	10	
6					"	2		30.36	61	54	53		<i>b.c.</i>	<i>cum.</i>	9	
7					"	2		30.38	60	53	51		"	"	9	
8					"	2		30.40	58	52	51		"	"	9	
9					"	2		30.42	58	52	51		<i>b.</i>	<i>aml</i>	10	
10					"	2		30.42	58	52	51		"	"	10	
11					"	1-5		30.44	56	49	48		"	"	10	
Mid.					"	1-5		30.44	56	49	48		"	"	10	

Commander Louis Kingsley
Saturday, December 22

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear, clouding up toward end of watch, calm.
Barometer falling. Fire banked in boiler A. E. V. Hickok (Act. Asst. Surgeon) left his station as Quartermaster of the watch without being regularly relieved.

W. B. Whittlesey
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather cloudy, with passing shower about 7 o'clock. Calm to light air from S.W. Barometer falling. Fire banked in boiler A for heating ship.

W. B. Whittlesey
Lieutenant U. S. N.

From 8 A.M. to Merid.

Light air from N.W. and calm. Clear and pleasant. About without leave.

At Reader's Bar, A. W. Shaw App. 3d, T. E. Kendrick's Fin. d.; J. J. Junko, Ward Room Cook, returned 1 hour, 20 minutes new time. Received on board from the General Storekeeper of the Yard the following named stores: In Engineer Dept. 160 lb. shot iron, 10 lb. Tackle packing $5\frac{1}{8}$ ", 21 lb. Tackle packing $1\frac{1}{8}$ ", 10 lb. copper wire, 6 tair brushes. In Equipment Dept. Maudie rope of the following sizes 68 lb $3\frac{1}{2}$ ", 34 lb $3\frac{1}{2}$ ", 65 lb $3\frac{1}{2}$ ", 144 lb 3", 438 lb $2\frac{1}{4}$ ", 120 lb $1\frac{1}{4}$ " and 1 boatwain's call. In the Construction Dept. 24 lb. pump leather and 1 flagstaff with truck (for boat). In the Equipment & Example Dept. from the General Storekeeper of the Yard, one Ward Room Clock: from the Bureau of Equipment the following named books: Record of Living Officers of the Navy; Advance and Running Vest Book (1893); Two (2) copies Proceedings of U. S. Naval Institute Nos. 69 and 70. Went to quarters at 11.45 and turned in clean bags. Temperature of magazines 61° 60° forward, 62° 60° aft. Banked fire in boiler A.

Geo. R. Clark
Lieutenant U. S. N.

From Merid. to 4 P.M.

Breeze to light breeze from North and N.E. Clear and pleasant. Sent the apprentices ashore on liberty. James Chelek, Cox, left the ship on crew (7) days leave. Banked fire in boiler A.

Geo. R. Clark
Lieutenant U. S. N.

From 4 to 8 P.M.

Light breeze from N.N.E. Clear and cool. Banked fire in boiler A.

Geo. R. Clark
Lieutenant U. S. N.

From 8 P.M. to Mid.

Light air to stiff breeze from N.N.E. Clear and cool. Banked fire in boiler A.

Geo. R. Clark
Lieutenant U. S. N.

J. B. McIlton,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proport. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 1/2.	Air Dry Bulb.	Air Wet Bulb.				
A. M.																	
1				Moved to Dock	N. N. E.		3			30.45	54	49	48	b. c.	cin. cum.	8	
2					"		3-4			30.46	53	48	47	"	"	9	
3					"		3-5			30.48	51	47	46	b. g.	none	10	
4					"		3-5			30.48	51	45	46	"	"	10	
5					"		3			30.50	49	45	44	b.	"	10	
6					"		3			30.52	48	44	43	"	"	10	
7					"		3			30.56	48	44	43	"	"	10	
8					"		3			30.58	45	42	40	"	"	10	
9					"		3			30.61	47	42	40	"	"	10	
10					"		3			30.61	46	42	40	"	"	10	
11					"		2-5			30.61	49	44	42	"	"	10	
Noon.					"		2			30.61	49	45	43	"	"	10	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Latitude by	0	"
Longitude by	0	"
Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, tons 1200 lbs.

Coal remaining on hand at Noon, 169 " 1940 "

P. M.																	
1				<i>Moved to Dock</i>	<i>N. N. E.</i>		3			30.58	51	48	46	<i>b. c.</i>	<i>cin. cum.</i>	8	
2					"		3			30.56	50	47	45	"	"	8	
3					"		3-4			30.56	51	49	47	"	"	7	
4					"		3-2			30.57	49	50	48	"	"	8	
5					"		2			30.59	48	45	43	"	"	8	
6					"		1			30.59	49	44	43	"	"	8	
7					"		1			30.59	49	43	42	"	"	7	
8					"		1			30.60	49	43	42	"	<i>cin. cum.</i>	6	
9					<i>N. E.</i>		1			30.62	46	42	40	"	"	7	
10					"		2			30.62	44	43	41	"	"	8	
11					"		2			30.64	44	42	41	"	"	8	
Mid.					"		1			30.64	44	42	41	"	"	6	

under the command of

Commander Louis Kingsley
Sunday, December 23

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle to stiff breeze from N.N.E. Squally last two hours. Clear and cold. Banked fire in boiler #1.

Geo. R. Beall
Lieutenant U. S. N.

From 4 to 8 A.M.

Gentle breeze from N.N.E. Clear and cold. Banked fire in boiler #1.

Geo. R. Beall
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and cool. Gentle to light breeze from N.N.E. Barometer steady. At 9.30 mustered at quarters and had Divisional inspection. The following absences were reported, F. E. Hudson, 31 cl, Wm. Ransom, 32 cl, A. W. Shaw, 33 cl, Allowed church parties to go ashore. Banked fire under boiler #1. L. F. Young, 34 cl, returned 13 1/2 hours overtime. Commander Louis Kingsley, returned from leave. Temperature of magazines 60°-60° forward, 61°-60° aft.

N. A. Coleman
Ensign U. S. N.

From Noon to 4 P.M.

Clear and cold. Moderate to light breeze from N.N.E. Barometer variable. At 3.45 Wm. Ransom, 32 cl, was brought on board by police authorities and a fine of \$5.75 was paid. The following apprentices were allowed 10 days leave and their accounts were transferred to the U. S. R. S. Dismal, 35 cl, E. Hammett, 36 cl, E. M. Penn, 37 cl, O. P. Thornton and L. Ensel. Allowed liberty party to go ashore. Church parties returned to the ship. At 3.45 held Dinner Service on both decks under charge of people from shore. Banked fire under boiler #1.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Clear and cool. Light air to light breeze from N.N.E. Banked fire under boiler #1.

N. A. Coleman
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and cool. Light air to light breeze from N.N. Barometer rising. Banked fire under boiler #1.

N. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air by Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.																
1				<i>Moved to Dock</i>	<i>N.E.</i>	<i>2-6</i>		<i>30.62</i>	<i>46</i>	<i>43</i>	<i>42</i>		<i>00.</i>	<i>cum. mist.</i>	<i>0</i>	
2					"	<i>2-4</i>		<i>30.61</i>	<i>46</i>	<i>43</i>	<i>40</i>		<i>b.c.</i>	"	<i>2</i>	
3					"	<i>1-4</i>		<i>30.61</i>	<i>45</i>	<i>42</i>	<i>40</i>		"	<i>circum.</i>	<i>8</i>	
4					"	<i>1</i>		<i>30.61</i>	<i>45</i>	<i>42</i>	<i>40</i>		"	"	<i>8</i>	
5					"	<i>1</i>		<i>30.61</i>	<i>45</i>	<i>42</i>	<i>41</i>		"	"	<i>8</i>	
6					"	<i>1</i>		<i>30.60</i>	<i>45</i>	<i>42</i>	<i>41</i>		"	"	<i>8</i>	
7					"	<i>1</i>		<i>30.60</i>	<i>46</i>	<i>42</i>	<i>41</i>		"	"	<i>7</i>	
8					<i>N. N. E.</i>	<i>1</i>		<i>30.60</i>	<i>47</i>	<i>42</i>	<i>41</i>		"	"	<i>6</i>	
9					"	<i>1</i>		<i>30.60</i>	<i>48</i>	<i>43</i>	<i>42</i>		"	<i>cum. strat.</i>	<i>5</i>	
10					<i>East</i>	<i>2</i>		<i>30.60</i>	<i>48</i>	<i>46</i>	<i>44</i>		"	<i>circum.</i>	<i>6</i>	
11					"	<i>2</i>		<i>30.58</i>	<i>48</i>	<i>47</i>	<i>46</i>		"	<i>cum.</i>	<i>5</i>	
Noon.					"	<i>2</i>		<i>30.58</i>	<i>49</i>	<i>47</i>	<i>46</i>		"	"	<i>5</i>	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 700 "

Coal consumed during the preceding 24 hours, tons 960 lbs.

Coal remaining on hand at Noon, 169 " 980 "

P. M.																
1				<i>Moved to Dock</i>	<i>N. by E.</i>	<i>2</i>		<i>30.53</i>	<i>48</i>	<i>47</i>	<i>46</i>		<i>00</i>	<i>cum. mist.</i>	<i>0</i>	
2					"	<i>2</i>		<i>30.49</i>	<i>49</i>	<i>46</i>	<i>46</i>		"	"	<i>0</i>	
3					"	<i>2</i>		<i>30.47</i>	<i>51</i>	<i>47</i>	<i>46</i>		"	"	<i>0</i>	
4					"	<i>1</i>		<i>30.45</i>	<i>51</i>	<i>47</i>	<i>47</i>		"	"	<i>0</i>	
5					"	<i>0-1</i>		<i>30.40</i>	<i>52</i>	<i>47</i>	<i>46</i>		"	"	<i>0</i>	
6					"	<i>0-1</i>		<i>30.38</i>	<i>52</i>	<i>46</i>	<i>45</i>		"	"	<i>0</i>	
7					<i>N. N. W.</i>	<i>0-1</i>		<i>30.36</i>	<i>53</i>	<i>46</i>	<i>45</i>		"	"	<i>0</i>	
8					<i>Calm</i>	<i>0</i>		<i>30.36</i>	<i>53</i>	<i>46</i>	<i>45</i>		"	"	<i>0</i>	
9					"	<i>0</i>		<i>30.35</i>	<i>52</i>	<i>46</i>	<i>46</i>		"	"	<i>0</i>	
10					"	<i>0</i>		<i>30.35</i>	<i>51</i>	<i>46</i>	<i>45</i>		"	"	<i>0</i>	
11					"	<i>0</i>		<i>30.35</i>	<i>51</i>	<i>46</i>	<i>45</i>		"	"	<i>0</i>	
Mid.					"	<i>0</i>		<i>30.33</i>	<i>50</i>	<i>45</i>	<i>45</i>		"	"	<i>0</i>	

under the command of

Commander Louis Kingsley
Monday, December 24

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy at first, clearing during last hour. Barometer steady. Fresh breeze in squalls at first, decreasing to light air from N.E. Banked fire in boiler #1.

N. A. Goldman
Ensign U. S. N.

From 4 to 8 A. M.

Partly cloudy and cool. Light air from N.E. Barometer falling. At 6.48 commenced coaling ship, having slackened off square chums and allowed ship to come into dock. Banked fire under boiler #1.

N. A. Goldman
Ensign U. S. N.

From 8 A. M. to Noon.

Clear. Light air and breezes from N. N.E. and East. Finished taking in remainder of coal on deck. Banked fire under boiler #1. Rove off new gips and 2nd Cutler's falls. Tested flock coals and found them in good working order. Temperature of magazines 61° 66° forward, 60° 59° aft. Absent without leave, A. A. Shaw App. 3 days.

J. P. Purcell
Lieutenant U. S. N.

From Noon to 4 P. M.

Overcast and cloudy. Light air and breezes from N. by E. By order of Commanding Officer placed James Leary, C.P., 3 days in double irons for leaving the ship without permission. Transferred to the U. S. F. Atlanta, F. E. Kendrick's order. Banked fire under boiler #1. Received from W. F. F. Marshall and Richard Peale, Oilers, with bag, hammock, accounts and necessary transfer papers. J. A. Ferguson, W. B. Cotte, U. S. N., left the ship on 36 hours leave of absence.

J. P. Purcell
Lieutenant U. S. N.

From 4 to 8 P. M.

Overcast and cloudy. Balm. Occasional light air from N. by E. and N. N. W. Ch. A. Matthews, App. 3rd day, left the ship on ten days leave of absence, on expiration of which he is to report on board the U. S. F. Vermont at New York. J. L. Ellsworth, Cox, left the ship on five days leave of absence. Banked fire under boiler #1.

J. P. Purcell
Lieutenant U. S. N.

From 8 P. M. to Midnight.

Overcast and cloudy. Balm. Banked fire under boiler #1.

J. P. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
Moored to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. or Cur. Wind, by symbol.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																		
1				Moved to Dock	Balm		0			30.31	49	44	43		o.c.	cum. mist.	0	
2					"		0			30.30	49	44	43		"	"	0	
3					"		0			30.29	49	44	43		"	"	0	
4					S.W.		1			30.27	49	44	43		"	"	0	
5					"		2			30.24	49	44	43		b.c.	cum.	9	
6					S.W.		3			30.24	49	45	43		"	"	9	
7					"		3			30.24	48	45	43		"	"	8	
8					"		3			30.25	48	44	43		"	"	7	
9					"		2			30.26	51	46	45		"	cirrus	8	
10					"		3			30.25	54	49	47		"	"	8	
11					"		2-3			30.21	59	52	49		"	"	8	
Noon.					"		2-3			30.17	62	56	53		"	"	9	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

{ Longitude by D. R. 0 " "

{ Latitude by observations of ☉ 0 " "

{ Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

{ Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

{ Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , " 0 " "

Water expended during the preceding 24 hours, 200 gallons

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 500 "

Coal consumed during the preceding 24 hours, tons 1360 lbs.

Coal remaining on hand at Noon, 168 " 1860 "

P. M.																		
1				Moved to Dock	S.W.		2-3			30.12	65	63	58		b.c.	cum. strat.	9	
2				"	"		3			30.12	67	67	66		"	strat.	8	
3				"	"		3			30.12	67	67	66		"	cum. strat.	9	
4				"	"		3			30.16	65	63	60		"	cum.	8	
5					Balm		0			30.20	61	63	60		o.c.	"	0	
6					North		4			30.24	61	56	59		o.c.g.	"	0	
7					"		2-3			30.31	59	52	51		o.c.g.	cum. strat.	0	
8					N.E.		4-5			30.33	58	50	49		"	"	0	
9					"		6-4			30.36	57	49	48		o.c.b.	"	0	
10					"		6-4			30.40	56	48	47		"	"	0	
11					"		6			30.40	54	48	47		o.c.	"	0	
Mid.					"		6			30.42	53	47	46		"	"	0	

under the command of

Commander Louis Kingsley

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy. Calm followed by light breeze from P.W. Bunked fire under boiler "A".

H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Calm. Light to gentle breeze from P.W. and P.P.W. Bunked fire under boiler "A".

H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather clear and pleasant. Light to gentle breeze from P.P.W. Barometer falling. Mr. Bandow (Sea) was placed in double bind for safe keeping, being drunk and disorderly on board ship. A. M. Shaw App'ed, and J. F. Gordon (Swiss) were absent without leave. Fire banded in boiler "A". Temperature of magazines 61° 60° forward, 60° 59° aft.

W. B. Whiteley
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather clear and pleasant, with light to gentle breeze from P.W. Barometer steady. Fire banded in boiler "A". J. F. Gordon (Swiss) returned 8-hour absence.

W. B. Whiteley
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather cloudy with passing rain squalls about 7 o'clock. Light to stiff breeze in squalls from North to N. N.E. Barometer rising. Fire banded in boiler "A" for heating ship.

W. B. Whiteley
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather overcast and cloudy. Moderate to fresh breeze from N. N.E. Barometer rising. Fire banded in boiler "A".

W. B. Whiteley
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.															
1				<i>Moved to Dock</i>	<i>N. N. E.</i>	5.		30.44	53	47	45		<i>o. c.</i>	<i>clear, calm.</i>	0
2					"	5		30.46	52	46	44		<i>o. c. d.</i>	"	0
3					"	5		30.48	50	44	44		"	"	0
4					"	5		30.48	50	44	43		"	"	0
5					"	5-2		30.48	50	44	43		"	"	0
6					"	5-2		30.48	50	44	43		"	"	0
7					<i>N. E.</i>	6		30.54	52	44	43		<i>o. c. d. g.</i>	"	0
8					"	5		30.58	52	44	43		"	"	0
9					"	6		30.54	44	40	39		"	"	0
10					"	5-4		30.50	46	41	40		<i>o. c. r. g.</i>	"	0
11					"	5		30.48	49	42	41		"	"	0
Noon.					"	5		30.42	50	42	41		"	"	0

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. o ' "

 Longitude by D. R. o ' "

 Latitude by observations of ☉ o ' "

 Longitude by chronometer from Forenoon Observations of ☉ o ' "

Position at 8 A. M. { Latitude by o ' "

 Longitude by o ' "

Position at 8 P. M. { Latitude by o ' "

 Longitude by o ' "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

100 gallons.

Water *received* during the preceding 24 hours,

2300 "

Water remaining on hand fit for use at Noon,

2700 "

Coal consumed during the preceding 24 hours,

tons 960 lbs.

Coal remaining on hand at Noon,

168 " 900 "

P. M.															
1				<i>Moved to Dock</i>	<i>E. N. E.</i>	5		30.35	52	44	44		<i>o. c. g. g.</i>	<i>wind.</i>	0
2					"	5		30.33	52	44	44		"	"	0
3					<i>N. E.</i>	5		30.29	51	44	44		"	"	0
4					"	4-5		30.26	51	46	45		"	"	0
5					"	3		30.20	50	46	46		<i>o. o. d.</i>	"	0
6					<i>E. N. E.</i>	1-4		30.12	52	47	47		<i>o. c. d. g.</i>	"	0
7					"	2-4		30.07	54	48	48		"	"	0
8					"	2-4		30.00	54	49	49		"	"	0
9					<i>S. E.</i>	1		29.92	58	50	50		"	"	0
10					"	0-5		29.89	59	53	52		"	"	0
11					"	0-5		29.81	61	55	54		"	"	0
Mid.					"	1-5		29.77	61	55	54		"	"	0

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

W B Whittelsey
Lieutenant U. S. A.

W. B. Whitley
Lieutenant U. S. N.

N. J. Gossman
Ensign U.S.N.

Geo. R. Beane
Lieutenant U. S. A.

J. H. Purcell
Lieutenant U.S.A.

Whittelsey
Lieutenant U. S. A.

N^o 2 Column

Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Force of Clear Sky, in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 4'.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				Moved to Dock.	S. E.	3-5			29.67	61	57	57			o.c.d.g.	numb.	0	
2					South	3-5			29.63	61	58	58			o.c.v.g.	"	0	
3					SE.	4-6			29.62	61	56	56			"	"	0	
4					"	4-6			29.63	59	54	54			"	"	0	
5					N. E.	3-7			29.66	54	48	47			b.c.g.	cumul.	1	
6					"	3-7			29.72	48	44	43			o.c.g.	numb.	0	
7					N. by E.	3-7			29.81	42	40	38			b.c.g.	cum.	1	
8					"	3-7			29.90	40	38	36			"	"	2	
9					West	4			29.96	40	37	36			"	"	3	
10					"	4			29.98	42	39	37			"	"	5	
11					"	4			29.98	49	40	39			"	"	6	
Noon.					N. N. E.	5-2			30.00	49	40	39			"	"	4	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2400 "

Coal consumed during the preceding 24 hours,

2 tons — lbs.

Coal remaining on hand at Noon,

166 " 900 "

Making passage from Norfolk Va. to New York

P. M.																		
1				Moved to Dock	N. N. E.	5			30.05	50	44	42			b.c.g.	cum.	6	
2				"	"	4-2			30.08	52	49	45			"	"	6	
3				"	N. E.	4			30.11	51	47	44			"	"	4	
4				Setting underway	"	4			30.12	51	47	44			"	"	7	
5	6	0		Stranding down the	"	4-5			30.18	50	41	39			"	"	7	S
6	7	0		Elizabeth River	North	4-5			30.20	49	41	39			"	cir. cum.	8	
7	7	5		E. S. E. 5/8 E.	"	4			30.29	46	41	39			b.c.	"	8	
8	8	2	5-5	"	"	4			30.31	42	39	37			"	"	9	
9	4	19	10.2	N. E. by E 1/4 E.	"	4			30.35	38	38	36			"	"	9	
10	6	0	18.1	N. E. 1/4 E.	"	4			30.38	36	37	35			"	"	9	
11	1	2	24.3	N. E. 1/2 E.	"	4			30.40	35	35	34			"	cum.	8	
Mid.	5	5	30.7	"	"	4			30.41	35	35	34			"	"	6	

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Commander Louis Kingsley
Thursday December 27

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle to fresh breeze blowing in squalls from S.E. first hour, afterwards veering to S.W. with barometer rising last hour. Oncast, with continuous rain. Tides hauled under boiler A, for heating ship.

G. R. Beach
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy. Oncast second hour. Gentle breeze from S.W. and N. by S, blowing very fresh in squalls. Let down light yards and brub light sails. Tides hauled under boiler A. At 8 o'clock started fire under boilers C. and D.

H. Purcell
Lieutenant U.S.N.

From 8 A.M. to Merid.

Weather cloudy. Light to stiff breeze in squalls from West to N.W. Barometer rising. Crossed light yards and brub the gear. At 9.40 mustered crew at quarters finding James Snaggs (Able) and W. H. Shaw (Apprentice) absent without leave. James Snaggs (Able) was brought on board by the Master at Annapolis 26 hours previous. Got up and brub for topmast stay and main tryail. Let down magazine below and secured ship for sea. Temperature of magazine 60° 59° forward, 59° 59° aft.

W. B. Whittelsey
Lieutenant U.S.N.

From Merid. to 4 P.M.

Partly cloudy and cool. Moderate to stiff breeze from N.W. to N. Barometer rising. At 12.30 started engine on deck trial and stopped them at 1.30. Took off chain fasts and spun shores and secured ship with hawsers. Draft of ship 16 feet 4 1/2" aft, 14 feet 5" forward. At 3.45 got underway from dock and winded ship with aid of tug and lines ashore. At end of watch under steam in boilers A. C. and D, with tug unding ship.

N. T. Coleman
Ensign U.S.N.

From 4 to 6 P.M.

Moderate to stiff breeze from N.W. and North. Fair and cool. Standing down Elizabeth River under steam alone when passed Potomac Monks and made course for Humble Light passing between A. C. and D. Average steam 55 lbs. Revolutions 40. By order of Commanding Officer released James Leary B.P. and W. H. Reader (Sea) from confinement.

G. R. Beach
Lieutenant U.S.N.

From 6 to 8 P.M.

Clear. Moderate breeze from North. Passed Humble Light close aboard port beam at 6.40. Course E. 1/2 E (true) standing out between the Capes of Virginia. At 8 o'clock Cape Charles Light bore mag. N. 1/2 E. and Cape Henry Light bore mag. Fly E. 1/2 E. Steaming, using boilers A. C. and D.

H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Merid.

Weather fair with moderate breeze from North. Barometer rising. At 8.25 took departure: Cape Henry bearing N. 1/2 N, Cape Charles N. 1/2 E: put over patent log registering 5.5, and at course N.E. 1/2 E (true). Set all fore and aft sails except the flying jib. At 9.10 a steam tug passed standing to the N.E. Lighted Cape Charles Lightship about 2 points on port bow. At 9.30 changed course to N.E. 1/2 E. patent log registering 14.2 miles. At 10.20 Cape Charles Lightship was abeam distant 3 miles. At 10.40 changed course to N.E. 1/2 E. patent log registering 24.0 miles. Took in 11 sail. Average steam pressure 55 lbs. Humble revolutions 42.4. Examined and found to be correct.

W. B. Whittelsey
Lieutenant U.S.N.

J. B. McLean
Lieutenant U.S.N. Navigator.

Ship *Essex*
Making passage from Norfolk, Va., to New York.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.						Height in inches.	Ther. at 4'.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	5	6																		
1	5	7	36.4	N. N. E. 1/2 E.	North	5	0	0	30.40	33	34	32	45	b.c.	cum.	8	S			
2	5	6	42.0	"	"	5	2	0	30.42	32	32	30	45	"	"	6	"			
3	6	1	48.1	"	"	4	6	0	30.43	31	31	30	45	"	"	7	"			
4	5	8	53.9	"	"	5	0	0	30.42	31	30	29	45	"	"	8	"			
5	6	6	60.5	"	"	5	4	0	30.44	29	28	27	45	"	"	7	"			
6	6	2	66.7	"	"	5	4	0	30.46	28	27	26	46	"	"	7	"			
7	6	5	73.2	"	"	5	4	0	30.48	27	26	25	46	"	"	8	"			
8	3	3	74.6	58 1/2 E.	"	5	4	0	30.48	28	27	26	46	"	"	8	"			
9	3	0	81.5	56 1/2 E.	S by E.	5	4	0	30.49	28	27	26	46	"	"	8	6			
10	6	2	91.7	"	"	4	4	0	30.48	27	27	26	46	"	"	7	"			
11	6	1	97.8	"	"	4	4	0	30.46	28	28	27	46	"	"	6	"			
Noon.	6	0	3.8	"	"	5	4	0	30.43	28	28	27	45	"	"	3	"			

129 4 Distance run by Patent Log.

Course and distance made good since preceding noon by observations,

150 0 M. Latitude by D.R. bearing and distance of *Cumier Id. Lightship* 38° 25' N. "

Position at Noon: Longitude by D.R. 74° 45' W. "

Latitude by observations of ☉ 0 " "

Longitude by chronometer from Forenoon Observations of ☉ 0 " "

8 30 Latitude by bearing and distance from *Water Quarter Lightship* 37° 57' N. "

Position at 8 A. M. Longitude by " 75° 04' W. "

Latitude by " 0 " "

Position at 8 P. M. Longitude by " 0 " "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , " 0 " "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, 9 tons 1440 lbs.

Coal remaining on hand at Noon, 156 " 1700 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heed.	Barometer.	TEMPERATURE.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.				
1	6	6	10.4	N. N. E. 1/2 E.	N. N. E.	5	5	0	30.41	28	27	26	45	b.c.	cum.	4	S
2	5	4	15.8	N. N. E. 1/4 E.	"	4	5	0	30.38	29	28	27	46	"	"	3	"
3	4	4	21.1	"	"	4	6	0	30.36	28	28	27	46	"	"	3	M.
4	4	7	25.8	"	"	4	6	0	30.34	27	27	26	45	"	"	3	"
5	4	2	30.0	"	"	5	4	0	30.36	27	26	25	43	"	"	2	"
6	3	8	33.8	"	"	6	5	0	30.36	26	25	24	44	b.c.	"	0	"
7	3	6	37.4	"	by S.	6	5	0	30.40	26	25	24	45	b.c.	"	3	R
8	2	2	39.2	by S. 1/2 E.	"	7	5	0	30.40	26	25	24	45	"	"	4	"
9	2	2	41.4	"	N. N. E.	4	6	5	30.40	28	25	24	45	b.c.	"	2	M.
10	1	8	43.0	"	"	4	7	5	30.40	29	24	23	45	"	"	1	"
11	1	8	44.0	"	"	4	7	5	30.40	27	24	23	45	"	"	3	"
Mid.	1	2	45.2	"	"	5	8	5	30.39	26	24	23	45	"	"	2	"

under the command of

Commander Louis Kingsley
Friday, December 28,

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and cold. Stiff to fresh breeze from North. Barometer rising. Steam under boilers A. C. and D. Fought one steamer heading to Southward and Eastward. Average steam 55 lbs. Revolutions 41.

From 4 to 8 A.M.

Stiff breeze from North. Fair and cold. Smooth sea. At 5.40 sighted Asateague Light bearing N. by N. $\frac{1}{2}$ E., patent log 64.5. At 7.06 Asateague Light was abeam, patent log 74, distant 9.5 miles. At 7.33 sighted Quiver Diaster Shoal Lightship, bearing N. by E. At 7.14 changed course to N. E. by N., patent log 74.6; at 7.33 to N. N. E., patent log 76.7. At 8.00 the Lightship bore N. $\frac{1}{2}$ E. Several vessels in sight. Average steam 55 lbs. Revolutions 40.5. Under steam alone, using boilers A. C. and D.

N. T. Holman
Ensign U. S. N.

From 8 A.M. to Merid.

Fair to clear. Moderate to stiff breeze from N. by N. At 8.00 clock changed course to N. by E. $\frac{1}{2}$ E. (p.e.) and at 8.30 Quiver Diaster Shoal Lightship bearing abeam about 7 miles distant, course was changed to N. N. E. $\frac{1}{2}$ E. (p.e.) At 8.55 sent down light yards. At 9.10 set jib for topsail, staysail, main trysail and spraker. At 10.30 took in all fore and aft sail. At 9.30 mustered at quarters. U. S. Flag App. 3^d class, absent without leave. Several sail in sight during the watch. Steaming, using boilers A. C. and D. Average steam pressure 55 lbs. Revolutions 41.4

G. R. Beach
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather fair. Moderate to fresh breeze from N. N. W. Barometer falling. At 1.00 clock sighted Dennis Island Shoal Lightship bearing N. N. E. $\frac{1}{4}$ W. (mag) At 1.50 the Lightship under abeam, and changed course to N. N. E. $\frac{1}{4}$ E. (p.e.) patent log registering 15.8. Moderate sea. Sea and wind increasing. Several schooners in sight. Ship under steam alone. Average steam pressure 55 lbs. Number revolutions 44.4

J. Purcell
Lieutenant U. S. N.

From 4 to 6 P.M.

Clear and cold. Fresh breeze from N. by N. Barometer steady. On course N. N. E. $\frac{1}{4}$ E., with steam under boilers A. C. and D. Average steam 55 lbs. Average revolutions 38.5

W. B. Purcell
Lieutenant U. S. N.

From 6 to 8 P.M.

Fresh to very fresh breeze from N. by N. Cold, cloudy and dark. Rough sea. At 7.00 by order of Commanding Officer changed course to N. by E. $\frac{1}{2}$ E., per Standard. At 8.00 Six Fathom Lightship bore N. N. E. (p.e.) distant about 8 miles. Took for storm staysail and storm mizzen. Under steam alone, using boilers A. C. and D. Average steam 55 lbs. Revolutions 37.4

N. T. Holman
Ensign U. S. N.

From 8 P.M. to Midnight

Cloudy. Moderate to stiff breeze from N. N. W. Blowing fresh to moderate gale in squalls. Course N. by E. $\frac{1}{2}$ E. (p.e.) Steaming using boilers A. C. and D. Moderate sea from N. N. W. Lost sight of Six Fathom Lightship about 11 P.M. bearing N. N. E. (p.e.) Average steam pressure 55 lbs. Revolutions 34.8
Examined and found to be correct.

G. R. Beach
Lieutenant U. S. N.

J. Purcell
Lieutenant U. S. N.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Norfolk, Va., to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.																			
1	1	6	46.8	N. N. E.	N. N. E.		6-8	5	0	30.42	24	24	23	45	b.c.g.	cum.	3	9.	
2	2	1	48.9	"	"		6-8	5	0	30.41	24	23	22	45	"	"	5	"	
3	2	0	50.9	"	"		6-8	5	0	30.42	28	22	21	44	"	"	7	"	
4	2	1	53.0	"	"		9	5	0	30.40	28	22	21	44	"	"	8	"	
5	2	7	55.9	"	N. N. E.		7-8	5	0	30.40	28	22	21	43	"	"	7	"	
6	3	1	59.0	"	"		7-8	5	0	30.40	28	22	21	43	"	"	8	"	
7	2	3	61.3	N. N. E.	"		7-8	5	0	30.43	25	21	20	42	"	"	8	"	
8	0	6	61.9	N. N. E.	"		7-8	5	0	30.46	24	20	19	42	"	"	8	"	
9	0	3	62.2	"	N. N. E.		8	5	0	30.48	22	20	19	44	"	"	8	"	
10	1	1	63.3	"	"		8	5	0	30.48	24	20	19	43	"	"	8	"	
11	1	2	64.5	"	N. E.		8	5	0	30.48	24	20	19	43	"	"	8	"	
Noon.	3	1	67.6	"	"		8-7	5	0	30.44	25	20	20	44	"	"	8	"	

65.5 Distance run by actual log.

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1600 "

Coal consumed during the preceding 24 hours, 10 tons 1120 lbs.

Coal remaining on hand at Noon, 146 " 580 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air by Ashby.	Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
1	5	6	74.0	N. N. E.	N. N. E.	5	20	0	30.41	31	23	22	44	b.c.	cum.	7	9.
2	8	0	82.0	"	N. N. E.	6		0	30.39	33	24	23	44	"	"	7	"
3	8	4	90.4	"	"	6		0	30.40	33	24	24	44	"	"	7	"
4	7	7	98.1	"	"	6	25-15	0	30.40	34	24	24	44	"	"	6	"
5	6	0	104.1	N. N. E.	"	6		0	30.44	25	22	21	44	b.c.g.	"	5	"
6	6	0	10.1	"	"	6		0	30.46	25	22	21	44	"	"	6	"
7	6	6	17.7	"	"	4-8		0	30.49	25	23	22	44	"	"	8	"
8	5	8	23.5	N. N. E.	"	4-8	15-10	0	30.48	24	23	22	44	"	"	8	"
9	8	0	31.5	"	"	6		0	30.48	24	23	22	43	b.c.	"	8	"
10	8	3	39.8	"	"	7		0	30.48	26	23	22	44	"	"	8	"
11	8	2	48.0	"	"	6		0	30.48	26	22	21	43	"	"	4	"
Mid.	2	4	56.0	N. N. E.	"	6		0	30.44	26	22	21	43	"	"	4	"

87.4

4-26

Commander Louis Kingsley
Saturday, December 29

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather fair. Fresh breeze to moderate gale in squalls, increasing to strong gale from N.W. Barometer steady. At 12 1/2'clock, changed course to N.W. 1/2 E., patent log registering 45.2 miles. At 1.30 sighted steamer white light, 2 points on starboard bow. Moderate to rough sea. Average steam pressure 55 lbs. Number revolutions 35.

W.B. Whiteley
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and cold. Moderate gale from N.W. Barometer steady. Steaming with fun under boilers A, B, and D, on course N.W. At 6.35 changed course from N.W. to N.W. 1/2 E. Average steam 55 lbs. Revolutions 36.8.

N. T. Coleman
Ensign U. S. N.

From 8 A.M. to Noon.

Moderate gale blowing from N.W. and N.E., slightly moderating last hour. Fair and cold. Rough sea. Under steam alone, using boilers A, B, and D. Sighted a steamer standing to N.W. and E. and a schooner standing to E. and N.W. At end of watch got a sounding in 8 1/2 fathoms water, sandy bottom. Average steam 55 lbs. Revolutions 36. Temperature of magazine 58° 53' forward, 58° 57' aft.

G. R. Clark
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Stiff to fresh breeze from N.W. by N. and N.E. At 12.15 changed course to N.W. 1/2 E. (p.c.). Steaming, using boilers A, B, and D. At 3 P.M. got a sounding in 11 fathoms, gray sand. Steam pressure 55 lbs. Revolutions 44.5.

J. D. Russell
Lieutenant U. S. N.

From 4 to 6 P.M.

Weather clear with fresh breeze from N.W. Barometer rising. At 4.0'clock changed course to N.W. 1/2 E. patent log registering 98.1. At 4.25 at the main try-sail. At 5.0'clock took sounding in 9 fathoms water, yellow sand and broken shell. At 6.00 took another sounding in same water and bottom. Ship pitching to moderate sea from the N.W. Average steam pressure 55 lbs. Number revolutions 44.6.

W.B. Whiteley
Lieutenant U. S. N.

From 6 to 8 P.M.

Weather clear and cold. Stiff to fresh breeze from N.W. Barometer steady. At 7.00 took sounding in 13 fathoms water, bottom yellow sand and black specks; and at 7.30 took another sounding in 10 fathoms water, yellow sand and broken shell. Under steam in boilers A, B, and D, and main try-sail. Average steam 55 lbs. Revolutions 44.

N. T. Coleman
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear to very fresh breeze from N.W. Fair first half with haze around horizon, partly cloudy last two hours. Moderate sea. Under steam and main try-sail. On course N.W. 1/2 E., per Standard, until 11.45 then changed course to N.W. At 12.00 to N.W. 1/4 E. At 11.15 sighted lighted light from the top bearing N.W. Took soundings every half hour with the following results: - 8.30, 11 fathoms; 9.00, 10 fathoms; 9.30, 13 fathoms; 10.00, 16 fathoms; 10.30, 15 fathoms; 11.00, 14 fathoms; 11.30, 11 fathoms; 12.11, 11 fathoms; all sandy bottom. Kept lookout aloft and on the bridge. Average steam 55 lbs. Revolutions 47. Using boilers A, B, and D.

G. R. Clark
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlm,
Lieutenant U. S. N., Navigator

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Norfolk, Va. to New York and onward to Dock, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbol.	Forms of Clouds, by symbol.	Force of Clear Sky, in fath.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4°.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1	0	0	57.2	N 1/4 E.	N. by W.	5		30.42	28	24	24	43	b.c.	cum.	2	6
2	3	1	60.3	N 1/4 E.	"	5		30.42	34	24	24	43	"	"	2	"
3	5	3	65.6	West.	"	5		30.40	34	24	24	43	"	"	1	"
4	2	0	68.3	N 1/2 S.	West	5		30.41	31	24	24	43	"	"	2	"
5	4	6	72.9	"	"	5		30.42	30	25	25	43	"	"	7	2
6	1	5	75.5	N 1/4 W.	"	4		30.42	29	24	24	43	"	"	8	"
7				Standing in for New York Harbor.	"	4		30.44	28	25	25	"	"	"	5	"
8				Hauled in Standing in to Lady's Head.	"	4		30.46	27	25	25	"	"	cum.	6	"
9				Standing up	"	3		30.45	29	28	27	"	"	"	7	"
10				Swirl Channel	"	2		30.44	32	34	33	"	"	"	8	"
11				Moored to Dock	S. by W.	2		30.42	35	32	31	"	"	"	8	"
Noon.				"	"	2		30.42	35	32	32	"	"	"	6	"

Distance run by Patent Log

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

tons lbs.

Coal remaining on hand at Noon,

P. M.																	
1		Moved to Dock	S. N. E.	3	30.48	36	29	27									
2		"	"	3	30.48	36	29	27									
3		"	"	3	30.48	36	30	28									
4		"	"	3	30.48	36	30	28									
5		"	N. by E.	3	30.38	36	29	27									
6		"	"	2	30.39	37	29	27									
7		"	"	2	30.40	37	29	27									
8		"	"	2	30.41	37	29	28									
9		"	"	1	30.41	37	29	28									
10		"	"	1	30.41	37	29	28									
11		"	"	1	30.41	36	28	27									
Mid.		"	"	1-2	30.42	36	28	27									

under the command of

Commander Louis Kingsley
Sunday, December 30

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Stiff breeze from N.W. and West. At 12.10 clouds down and changed course to N. by E. At 1.45 changed course to N.E. 1/4 E. At 3.00 changed course to West and at 3.15 to N. 1/2 E. At 2.00 sighted One Island Light right ahead. Got soundings every half hour. Steaming using boilers A, B, & D. Average steam pressure 55 lbs. Revolutions 30.

From 4 to 8 A.M.

Weather fair with stiff to moderate breeze from West. Barometer rising took soundings at 4.30 and 5.00: 77.5 fathoms respectively. At 5.00 sighted Lightbands Light first aloft 2 points on starboard bow. At 5.30 sighted Sandy Hook Lightship and changed course to N.W. 3/4 W. patent log 75.6. At 5.45 ran off for a few minutes to pass steamer with Tar long tow. A steamer passed standing in. Burned a blue light for a pilot and at 6.30 stopped ship and took pilot on board. Hauled in patent log registering 77.5, and started ahead under steam alone pilot, the Captain and Navigator on deck. At 7.30 passed Sandy Hook Lightship. At 8.15 clock were abreast Barnegat Whistling Buoy for Redkey Cut. Average steam pressure 55 lbs. Revolutions 41.5.

W. J. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and cool. Gentle to light breeze from West to N. E. W. Barometer falling. During first two hours of watch standing in to New York Harbor through Trench Channel under command of Pilot John J. Adair with steam under boilers A, B, and D. Made 8.5 knots by the ship with light head wind and smooth sea. At 10.15 clock made ship's number (Raylock) and at 10.10 Vermont discovered. At 10.20 came to morning alongside Bob's Dock, Navy yard. Made fast with stem line, bow and spring bow fastspring and brack. Hoisted topgallant masts in passing under Brooklyn Bridge and fiddled them again at the Dock. Exchange numbers with the "Law & Justice", bound out. At 11.30 allowed fire to die out in boilers B, and D. Banked fire in boiler F. for heating. Temperature of magazines 58° 58°, forward, 58° 57° aft. Draft of ship 14 feet forward, 16 feet 4 inches aft.

W. B. Whittlebury
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear and cold. Gentle breeze from E. N. E. Barometer steady. At 12.20 Commanding Officer left ship to call on Commandant. Banked fire under boiler F. Allowed liberty party to go ashore.

N. J. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Clear and cold. Gentle to light breeze from N. E. W. Barometer variable. Banked fire under Boiler A.

N. J. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and cold. Light air from N. E. W. Barometer steady. Banked fire under boiler F.

N. J. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, New York.

Third Rate,

WIND.																	
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in Miles.	State of the Sea.
									Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				Moved to Dock	N. E. W.	2			30.42	36	28	27	b. m.	none	7		
2					"	1-6			30.42	35	28	27	"	"	6		
3					"	1-6			30.44	35	28	26	"	"	8		
4	1 1	7			"	1-4			30.43	36	28	26	"	"	8		
5					N. E.	3			30.43	35	28	27	b. c. m.	cum.	5		
6					"	2			30.43	35	28	27	"	"	5		
7					"	2			30.44	35	28	27	"	"	5		
8					"	2			30.46	35	28	27	"	"	5		
9					S. E.	3			30.47	36	29	28	"	Sc. cum.	4		
10					"	2-3			30.48	37	30	29	"	"	6		
11					"	2-3			30.45	39	32	31	"	"	6		
Noon.					"	3			30.42	39	32	31	"	"	6		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1000 "

Coal consumed during the preceding 24 hours,

tons 12.00 lbs.

Coal remaining on hand at Noon,

136 " 500 "

P. M.																	
1				Moved to Dock	North	2			30.40	43	39	39	b. c.	cir. cum.	6		
2					N. W.	2			30.39	43	40	36	"	"	6		
3					S. E. W.	2			30.40	42	38	35	"	"	6		
4					"	2			30.40	41	36	34	"	"	6		
5					North	2			30.40	40	34	32	"	cum.	8		
6					"	2			30.41	40	32	31	"	cir.	9		
7					"	2			30.42	39	32	30	"	"	9		
8					"	2			30.42	38	31	30	b.	none	10		
9					"	3			30.42	36	30	29	"	"	10		
10					"	3			30.42	36	30	29	"	"	10		
11					"	3			30.42	34	29	28	"	"	10		
Mid.					"	3			30.42	34	29	28	"	"	10		

Commander Louis Kingsley
Monday, December 31

, U. S. Navy,
, 1894.

List of Apprentices
Transferred to the "Vermont".

[illegible]

Fire banked under boiler "A" for heating ship.

Geo R. Beach
Lieutenant U. S. A.

From 4 to 8 P.M.

Light breeze from North. Clear and cold. Received from the U. S. R. & Vermont, with
logs and documents and necessary transfer papers, Peter Dieckman, Acting Chief Dr. Mr. and John W.
Stackley, Esq. By order of Commanding Officer placed Peter Row, S. M. M., in solitary confinement
for the night, beginning the execution of sentence by Summary Court Martial. J. H. Few Esq and
Robert Currie, Esq. left the ship on leave, the former for three days and the latter for four (4) days.
Oiler banded under boiler #4 for heating ship.

Geo. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Mid.

Gentle breeze from North. Clear and cold. Birds banded under boiler for heating ship.

Geo. R. Beach
Lieutenant U. S. M.

Approved

and to be correct.

Examined and found to be correct

J. B. Milton,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Moored to Dock, Navy Yard, New York.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Height of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.				
A. M.																			
1				Moored to Dock	N. by W.	3		30.40	33	28	27					b. c.	cum.	9	
2					"	3		30.41	32	26	25					"	"	9	
3					"	3		30.42	31	25	24					"	"	9	
4					"	3-6		30.42	30	25	22					b. c. g.	"	9	
5					"	4		30.40	30	25	23					b. c.	"	9	
6					N. N. W.	4		30.41	28	28	27					b.	nu.	10	
7					"	4		30.42	26	25	23					"	"	10	
8					N. W.	3		30.46	29	24	23					"	"	10	
9					"	3		30.46	31	24	23					"	"	10	
10					"	3		30.44	33	25	24					"	"	10	
11					"	3		30.41	39	27	26					"	"	10	
Noon.					"	4		30.35	41	26	23					"	"	10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	{ Latitude by D. R.	0	'	"
	{ Longitude by D. R.	0	'	"
	{ Latitude by observations of ☉	0	'	"
	{ Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 3 A. M.	{ Latitude by	0	'	"
	{ Longitude by	0	'	"
Position at 3 P. M.	{ Latitude by	0	'	"
	{ Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 700 "

Coal consumed during the preceding 24 hours, 17 tons 1440 lbs.

Coal remaining on hand at Noon, 135 " 1300 "

P. M.																			
1				Moored to Dock	N. N. W.	3		30.34	40	36	34					b.	nu.	10	
2				"	"	3		30.33	40	36	33					"	"	10	
3				"	"	3		30.34	39	34	31					"	"	10	
4				"	"	3		30.34	39	32	30					"	"	10	
5				"	"	3-4		30.36	38	31	29					"	"	10	
6				"	"	3-4		30.40	37	30	28					"	"	10	
7				"	"	3		30.42	37	29	27					"	"	10	
8				"	"	3		30.42	36	28	26					"	"	10	
9				"	"	3		30.42	38	30	25					"	"	10	
10				"	"	3		30.46	36	26	23					"	"	10	
11				"	"	3		30.48	33	25	22					"	"	10	
Mid.				"	"	3		30.47	32	24	22					"	"	10	

, U. S. Navy,
 , 1894.

Midnight to 4 A.M.

Clear and cold. Light to fresh breeze in squalls from N. W. Barometer steady. Barked five under boiler "A".

N. N. Holman
 Ensign U. S. N.

From 4 to 8 A.M.

Partly cloudy and cold. Gentle breeze from N. W. Barked five in boiler "A".

N. N. Holman
 Ensign U. S. N.

From 8 A.M. to Noon.

Light to gentle breeze from N. N. W. Fair and cold. Transferred to the U. S. S. "Vermont", with bags, hammocks and necessary transfer papers, John Leary C.P., and Geo. A. Dennis, C.P. Transferred to same ship Mr. Reardon, Sea, passenger from Atlanta to Vermont. By order of Commanding Officer released from confinement, T. J. Gansie, App. S. C., his term of confinement having expired. Transferred to the U. S. Naval Hospital Brooklyn, N. Y. for treatment Henry Bieder Ship Cook 1st; J. A. Ellsworth (Seaman) returned from leave. Between 11.00 and 12.00 o'clock the flag of Rear Admiral Meade, U. S. N., was broken on the New York and saluted by the battery on Fort Dock with 13 guns. The New York answered with 11 guns. Ship barked under boiler "A" for heating purposes. A Prisoner 1st cl. about without leave. A U. S. Prison App. S. C., having been about 10 days without leave was declared a deserter from the 21st. Remains in Pay Dept. \$1500.00 in Currency.

Geo. R. Beatty
 Lieutenant U. S. N.

From Noon to 4 P.M.

Light breeze from North, N. N. W. and N. W. Fair and cold. Transferred to the U. S. S. "Vermont", with bags, hammocks and necessary transfer papers, approximately as per appended list. Ship barked under boiler "A" for heating ship.

Geo. R. Beatty
 Lieutenant U. S. N.

From 4 to 8 P.M.

Light breeze from North. Clear and cold. Received from the U. S. S. "Vermont", with bags and hammocks and necessary transfer papers, Peter Deickman Acting Chief Dr. Mr., and John H. Finckley, Sea. By order of Commanding Officer released Peter Ross, F. M. M., in solitary confinement for the night, beginning the execution of sentence by Summary Court Martial. J. H. Hefner Sea and Robert Currie, 1st cl. All the ship on leave, the former for three days and the latter for four (4) days. Ship barked under boiler "A" for heating ship.

Geo. R. Beatty
 Lieutenant U. S. N.

From 8 P.M. to Midnight.

Gentle breeze from North. Clear and cold. Ship barked under boiler "A" for heating ship.

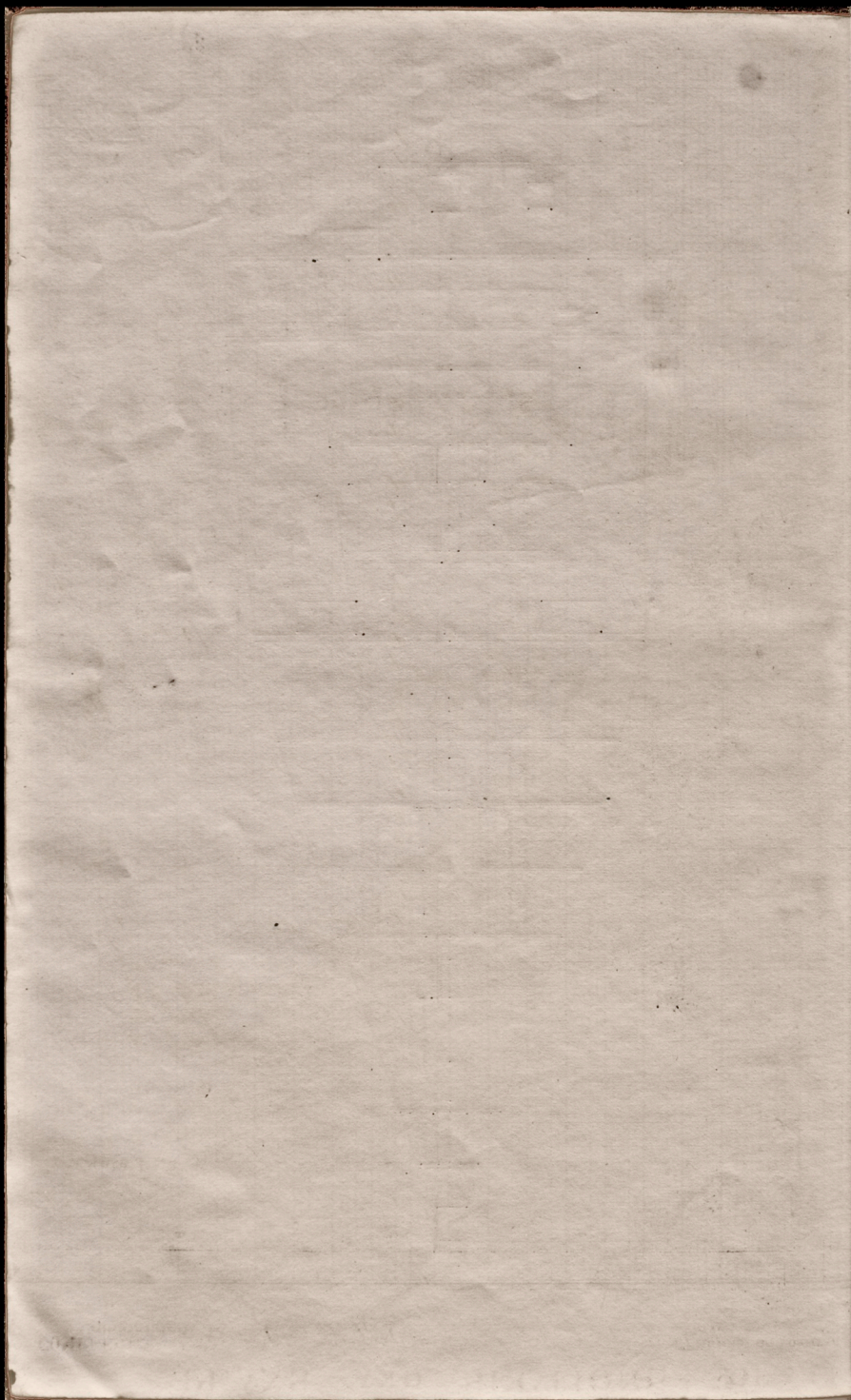
Geo. R. Beatty
 Lieutenant U. S. N.

Approved,

Examined and found to be correct.

Wm. H. Hingley Comdr. U. S. N.
 Comdg.

J. B. Maitton,
 Lieutenant U. S. N. Navigator



under the command of

Commander Louis Kingsley
Tuesday, January 1

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from N by W, increasing to stiff squalls last hour.
Clear and cold. Fire banked under boiler #1 for heating ship.

J. R. Beall
Lieutenant U. S. N.

From 4 to 8 A.M.

Moderate to gentle breeze from N by W, to N.W. Clear and cold. Fire banked under boiler #1 for heating ship. Released P. Ross T. M. Mate, from confinement.

J. R. Beall
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Gentle to moderate breeze from N.W. Received on board in Department of Steam Engineering, yellow fresh water. Commander L. Kingsley, U. S. N. left the ship on first day of absence. A. Rivers B. C. about without leave. Banked fire under boiler #1.

J. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Gentle breeze from N.W. Banked fire under boiler #1.

J. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Gentle to moderate breeze from N.W. Banked fire under boiler #1.

J. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear. Gentle breeze from N.W. Banked fire under boiler #1.

J. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, New York.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																	
1				Moved to Dock	Ch. N. W.		4			30.47	33	24	23	b.	none	10	
2					"		4			30.48	32	24	23	"	"	10	
3					"		3			30.51	31	23	22	"	"	10	
4					"		3			30.51	31	23	22	"	"	10	
					"		23			30.51	31	23	22	"	"	10	
6					"		2			30.53	31	23	22	"	"	10	
7					"		1			30.54	31	23	22	"	"	10	
8					"		1			30.56	31	23	22	"	"	10	
9					"		1			30.57	34	24	23	"	"	10	
10					"		1			30.57	39	28	27	b.c.	cir. cum.	8	
11					"		1			30.57	39	28	27	"	"	7	
Noon.					"		1			30.53	40	35	33	"	"	7	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 500 "

Coal consumed during the preceding 24 hours, tons 1440 lbs.

Coal remaining on hand at Noon, 134 " 2100 "

P. M.																	
1				Moved to Dock	N. N. W.		2			30.49	42	36	34	b.c.	cir. cum.	5	
2					N. W.		2			30.50	41	35	33	"	"	6	
3					Ch. W.		3			30.50	41	35	33	"	"	6	
4					Ch. by Ch.		3			30.51	40	34	32	"	"	9	
5					"		3			30.52	38	31	29	"	"	9	
6					"		3			30.53	38	30	28	"	"	6	
7					"		2			30.55	37	30	28	"	"	6	
8					"		2			30.55	37	30	27	"	"	5	
9					"		2			30.56	38	29	28	"	"	8	
10					"		2			30.56	37	28	27	b.c. m.	none	6	
11					"		2			30.57	37	28	27	"	"	6	
Mid.					"		2			30.58	37	28	27	b.c. e.	mult.	0	

under the command of

Commander Louis Kingsley
Wednesday January 2

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.
boiler "A".

Clear. Gentle to moderate breeze from N. N. W. Banked fire under

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Light air to gentle breeze from N. N. W. Banked fire under boiler "A".

J. H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather clear and cool, with light air from N. N. W. Barometer falling. The U. S. S. Portsmouth, shifted her berth to wharf ahead of the Battle Ship Maine. Received in Paymaster's Dept. \$1800. Ensign A. D. Judah, U. S. N. reported for duty on board this ship as Watch and Line Officer in accordance with the Department's order of Dec. 7, 1894. Crew engaged in painting the berth deck and heaving off new gear. Fire banked in boiler "A" for heating ship. J. M. Pomeroy (Black) absent from the ship without leave.

W. B. Whiteley
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather clear and cool, with light to gentle breeze from N. N. W. to S. W. by E. Barometer steady. Engaged in painting berth deck and heaving off new gear. Fire banked in boiler "A" for heating ship.

W. B. Whiteley
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather fair and cold, with gentle to light breeze from S. W. by E. Barometer steady. A. Messin, Vice-class, returned on board 57 hours on time. Fire banked in boiler "A". Unbunk the stow ruggen.

W. B. Whiteley
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather fair, clouding over toward end of watch. Light breeze from S. W. by E. Barometer steady. Fire banked in boiler "A", for heating ship.

W. B. Whiteley
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Maiton,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, New York.

Third Rate,

							WIND.				BAROMETER.		TEMPERATURE.					
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Barometer.		Temperature.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Progn. of Clear Sky, in fths.	State of the Sea.
									Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				Moved to Dock	S. by W.	2			30.55	35	28	27		s. c. v.	unk.		0	
2					"	2			30.55	34	28	27		"	"		0	
3					"	1			30.55	35	28	27		b. c.	"		8	
4					"	1			30.55	34	28	26		"	"		9	
5					"	1			30.55	34	29	27		o. c.	"		0	
6					"	1			30.55	34	29	27		"	"		0	
7					calm	0			30.55	36	29	28		o. c. f.	"		0	
8					"	0			30.57	36	29	28		o. c. f.	"		0	
9					"	0			30.58	37	30	29		o. f. w.	"		0	
10					"	0			30.58	40	33	32		o. f. s.	"		0	
11					"	0			30.56	39	32	31		o. f. w.	"		0	
Noon.					"	0			30.54	39	32	31		"	"		0	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons.

Water *received* during the preceding 24 hours,

2800 "

Water remaining on hand fit for use at Noon,

3000 "

Coal consumed during the preceding 24 hours,

tons 1440 lbs.

Coal remaining on hand at Noon,

134 " 660 "

P. M.																	
1				<i>Moved to Dock</i>	<i>calm</i>	0		30.50	40	32	32		<i>o. f. w.</i>	<i>unk.</i>		0	
2					<i>S. E. by E.</i>	2		30.50	41	34	33		"	"		0	
3					"	2		30.49	41	33	32		"	"		0	
4					"	2		30.49	40	33	32		"	"		0	
5					"	2		30.49	40	32	32		<i>s. c.</i>	"		0	
6					"	2		30.48	40	32	32		"	"		0	
7					"	2		30.48	40	32	32		<i>b. c.</i>	<i>air.</i>		2	
8					"	1		30.47	41	32	32		"	"		6	
9					<i>calm</i>	0		30.44	41	33	33		"	"		6	
10					"	0		30.43	41	33	32		<i>o. c.</i>	"		4	
11					"	0		30.41	41	32	32		"	"		5	
Mid.					<i>S. E. by E.</i>	1		30.40	41	33	32		"	"		7	

under the command of

Commander Louis Kingsley
Thursday, January 3

, U. S. Navy,

, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather overcast, clearing towards end of watch. Light breeze to light air from S.W. by E. Barometer steady. Fires banked in boiler "A" for heating ship.

W.B. Whiteley
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather overcast and foggy. Light air from S.W. by N. to calm. Barometer rising. Fires banked in boiler "A". Received in Pay Dept. 62 1/2 lbs. of beef and 62 1/2 lbs. of vegetables.

W.B. Whiteley
Lieutenant U. S. N.

From 8 A.M. to Noon.

Overcast. Calm. Falling barometer. Crew engaged getting on board stores and rearing off new gear and painting on both decks. Banked fires under boiler "A". Received 2500 gallons fresh water.

N. D. Holman
Ensign U. S. N.

From Noon to 4 P.M.

Calm. Overcast and cool. Barometer steady. Received on board from the U. S. S. "Albatross", with bags, hammocks and necessary transfer papers, the following men: Casade Bandiera (P.M.), Michael Barrett (L.P.), John Hunter (Lde.), Peter M. Gough (L.P.), Thomas Kelly (L.P.), Lurancy J.P. (Lde.), John A. Green (Lde.). Banked fires under boiler "A". At 3.50 commenced moving ship ahead and made fast again at 4.40.

N. D. Holman
Ensign U. S. N.

From 4 to 8 P.M.

Overcast with light air from N.E. by E. Barometer falling. Banked fires under boiler "A".

N. D. Holman
Ensign U. S. N.

From 8 P.M. to Midnight

Cloudy and cool. Calm to light air from S.W. by E. Banked fires under boiler "A".

N. D. Holman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, New York.

Third Rate.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force & Direction of Wind, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 5 P.M.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.				Moved to Dock	Whel	2		30.36	41	33	32	o. c.	none	0	
1					Wh. S. E.	2		30.36	41	33	33	"	"	0	
2					S. E.	3		30.36	40	33	33	"	"	0	
3					"	3		30.35	39	33	32	o. c. m.	"	0	
4					"	2		30.34	38	31	31	o. c.	"	0	
5					"	3		30.33	38	31	31	"	"	0	
6					"	3		30.34	37	31	31	"	"	0	
7					"	3		30.34	37	30	30	"	"	0	
8					S. E. by W.	3		30.35	36	30	30	"	"	0	
9					Wh. S. E.	3		30.36	39	31	31	b.	"	0	
10					S. E.	3		30.35	42	33	32	o. c.	"	0	
11					"	4		30.34	44	34	33	b. o.	cir. cum.	6	
Noon.															

Course and distance made good since preceding noon by observations.

knots. tenths.

Position at Noon: { Latitude by D. R. o ' "

{ Longitude by D. R. o ' "

{ Latitude by observations of ☉ o ' "

{ Longitude by chronometer from Forenoon Observations of ☉ o ' "

Position at 3 A. M. { Latitude by o ' "

{ Longitude by o ' "

Position at 3 P. M. { Latitude by o ' "

{ Longitude by o ' "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head o ' "

Deviation of the Compass by Azimuth ☉ observed at , " o ' "

Water expended during the preceding 24 hours, 300 gallons

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, tons 1440 lbs.

Coal remaining on hand at Noon, 133 " 1460 "

P. M.				Moved to Dock	S. E.	4-6		30.32	46	38	36	b.	none	10	
1					"	5-6		30.35	44	41	38	"	"	10	
2					"	5		30.38	42	40	37	b. c.	cir. cum.	8	
3					"	6		30.42	42	40	37	"	"	7	
4					"	6		30.47	40	30	29	"	"	6	
5					"	6		30.51	39	29	27	"	"	8	
6					"	6		30.56	36	29	27	"	"	8	
7					"	5		30.61	36	28	27	"	"	9	
8					"	6		30.61	38	25	24	"	"	9	
9					"	4-6		30.62	35	24	23	b. g.	none	10	
10					"	2-4		30.63	34	23	22	"	"	10	
11					"	3-5		30.65	32	22	21	"	"	10	
Mid.															

under the command of

Commander Louis Kingsley
Friday, January 4

, U. S. Navy,
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light to gentle breeze from West to S.W. Overcast, misty and cold. Fires banked under boiler #1, for heating ship.

Geo. R. Brown

Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast, cloudy and cool. Light to gentle breeze from S.W. Banked fires under boiler #1 for heating ship.

P. D. Fisdale

Ensign U.S.N.

From 8 A.M. to Merid.

Breezy and cold. Light to gentle breeze from S.W. by W. to N.W. Barometer variable. The following absences were reported, M. Oles Billate Lcl, H. Gorman Cox, from 8 A.M. Jan. 4, 1898, about one hour and John Davis about without leave since Jan 1, 8 PM. Finished reeving off running gear. Banked fires under boiler #1. Received in Ordnance Dept. 1, 4" right #44.

N. D. Coleman
Ensign U.S.N.

From Merid. to 4 P.M.

Moderate to fresh breeze from N.W. Clear and cold. Discharged Joe Ruiz Junco, Hard Room Cook, from the Naval Service, by reason that his services were no longer required and by order of Bureau of Navigation, No. 38528. Received from the U.S. S. "Vermont" with bag, hammock and necessary transfer papers, Julius Reutermaier, P. L. Lcl. The U.S. S. "Castine" arrived at the yard at 12.30. Fires banked under boiler #1 for heating ship.

Geo. R. Brown

Lieutenant U.S.N.

From 4 to 8 P.M.

Partly cloudy, cold. Moderate to fresh N.W. breeze. Barometer rising. Allowed liberty party to go ashore. Banked fires under boiler #1.

N. D. Coleman
Ensign U.S.N.

From 8 P.M. to Merid.

Wind variable in force and blowing in squalls from N.W. Clear and cold. Fires banked under boiler #1 for heating ship.

Geo. R. Brown

Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, New York.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Direction and Force of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.					
A. M.																			
1				Moved to Dock	N. E.		3.5			30.66	31	21	20			b. g.	none	10	
2					"		3.5			30.68	30	21	19			"	"	10	
3					"		3.5			30.69	30	20	19			"	"	10	
4					N. E.		3.5			30.69	30	20	19			"	"	10	
5					"		3.5			30.70	29	19	18			"	"	10	
6					"		3.4			30.72	27	19	18			"	"	10	
7					"		3			30.75	28	19	18			t.	"	10	
8					North.		3			30.76	26	19	18			"	"	10	
9					"		3			30.78	29	20	19			"	"	10	
10					"		3			30.80	29	21	20			"	"	10	
11					"		3			30.78	30	22	21			"	"	10	
Noon.					"		2			30.76	31	28	27			b. c.	circum.	7	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. o " "

 { Longitude by D. R. o " "

 { Latitude by observations of ☉ o " "

 { Longitude by chronometer from Forenoon Observations of ☉ o " "

Position at 8 A. M. { Latitude by o " "

 { Longitude by o " "

Position at 8 P. M. { Latitude by o " "

 { Longitude by o " "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

o "

Deviation of the Compass by Azimuth ☉ observed at , "

o " "

Water expended during the preceding 24 hours,

200 gallons

Water remaining on hand at Noon,

2500 "

Coal consumed during the preceding 24 hours,

tons 1440 lbs.

Coal remaining on hand at Noon,

133 " 20 "

P. M.																			
1				Moved to Dock	E. by N.		2			30.74	30	29	28			b. c.	circ. cum.	6	
2					"		2			30.72	31	28	27			"	"	5	
3					"		2			30.73	30	26	25			"	"	4	
4					S. S. E.		2			30.72	30	25	24			"	"	4	
5					local		0			30.72	30	25	24			b. c. m.	cum. strat.	1	
6					S. S. E. by E.		1			30.72	30	25	24			"	cum.	2	
7					"		1			30.72	28	24	23			b. c. m.	cum. strat.	0	
8					E. S. E.		1			30.72	29	24	23			b. c. m.	cum.	1	
9					"		1			30.70	29	24	23			b. c. m.	cum. strat.	0	
10					"		1			30.68	29	24	23			"	"	0	
11					"		0-1			30.66	30	24	23			b. c. m.	"	6	
Mid.					"		0-1			30.65	31	25	24			"	"	6	

under the command of

Commander Louis Kingsley
Saturday, January 5

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and cold. Gentle to stiff breeze from N.W. Barometer rising. Baled fire under boiler "A".

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and cold. Gentle to stiff breeze from N.W. Barometer rising. Baled fire in boiler "A".

W. D. Coleman
Ensign U.S.N.

From 8 A.M. to Noon.

Gentle to light breeze from North. Clear and cold. Mustered crew at 9³⁰. The following named men were absent without leave: M. Crew B.M. 2d, J. C. Carlson Sea, H. Gorman Cox, J. Fehle, B.M. 1st, T. Wood, B.M. 1st. At 9¹⁵, found that J. M. Pomeroy Acting Cook, who had been absent without leave had returned. Placed him in confinement on both deck to await trial by Summary Court Martial. At 9²⁵, James Longway, Oiler, returned on board drunk, he having left the ship without permission. Placed him in confinement on both deck to await trial by Summary Court Martial. At 11¹⁵ delivered copies of specifications of offenses to Pomeroy and Longway. Received from the General Storekeeper of the ship in the Equipment (General) Dept. one (1) Mechanical Barometer No 3298. Crew engaged cleaning and painting under topgallant forecastle. Received from the Bureau of Navigation, Navy Department a commission as Lieutenant, U.S. Navy, dating from August 19th, 1894 for Lieutenant George R. Clark, U.S. Navy, signed by Horro Cleland, President of the U.S. Crew baled under boiler "A" for heating ship. Temperature of magazine 60°-60° forward, 59°-59° aft.

Geo. R. Clark
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear. Light breeze from E. by N. and S.E. Painted under the topgallant forecastle. Transferred with bags hammocks and necessary transfer papers A.R. Brown B.M. 2d, and Michael Barrett C.P., to the U.S. L. L. Gunboat. Received from that vessel with bags, hammocks and necessary transfer papers Bernard Catney C.P., John Johnson Sea, William H. Kuhn Oiler 1st, and James P. O'Neill Sea. Baled fire under boiler "A". Received on board stores for boys mess.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Calm first hour, light air from S.E. by E. and E.N.E. during remainder of watch. Cloudy and cold. Crew baled under boiler "A" for heating ship.

Geo. R. Clark
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Light air from E.N.E. with periods of calm last part. Baled fire under boiler "A".

J. H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, New York.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Surface Wind in U.S.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.				Moved to Dock	East		0-1			30.37	27	26	26	0.0.	unit.	0	
1				"	"		0-1			30.32	29	27	26	"	cum. unit.	0	
2				"	"		0-1			30.29	29	27	26	"	"	0	
3				"	"		0-1			30.29	29	27	26	b.o.	cum.	0	
4				"	"		0-1			30.28	30	28	27	0.0.	unit.	0	
5				N.E.			1			30.19	30	28	27	"	"	0	
6				"			1			30.16	34	30	29	0.0.N.	"	0	
7				N. N.E.			2			30.18	38	34	34	"	"	0	
8				Calms.			0			30.19	40	35	34	"	"	0	
9				S. S.W.			0-1			30.16	41	36	35	"	"	0	
10				South			0-1			30.14	42	37	36	"	"	0	
11				"			1			30.13	42	37	36	"	"	0	
Noon.				"			1-2							"	"	0	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 ' "

 { Longitude by D. R. 0 ' "

 { Latitude by observations of ☉ 0 ' "

 { Longitude by chronometer from Forenoon Observations of ☉ 0 ' "

Position at 8 A. M. { Latitude by 0 ' "

 { Longitude by 0 ' "

Position at 8 P. M. { Latitude by 0 ' "

 { Longitude by 0 ' "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 ' "

Deviation of the Compass by Azimuth ☉ observed at , " 0 ' "

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2300 "

Coal consumed during the preceding 24 hours, tons 1440 lbs.

Coal remaining on hand at Noon, 1320 " 820 '

P. M.				Moved to Dock	S. S.W.		1-2			30.09	42	40	40	0.0.N.	unit.	0	
1				"	"		1			30.10	42	40	40	"	"	0	
2				"	"		1-2			30.10	42	40	40	"	"	0	
3				"	"		1-2			30.11	44	41	41	"	"	0	
4				"	"		1			30.12	45	41	41	"	"	0	
5				"	"		1			30.16	45	41	41	0.0.N.	"	0	
6				"	"		1			30.15	46	41	41	"	"	0	
7				"	"		1			30.15	45	40	40	0.0.N.	"	0	
8				"	"		1			30.15	44	40	40	"	"	0	
9				"	"		1			30.15	44	41	41	"	"	0	
10				"	"		1			30.15	45	41	41	"	"	0	
11				Calms.			0			30.15	45	40	40	"	"	0	
Mid.				S.W.			1			30.15	45	41	41	"	"	0	

under the command of

Commander Louis Kugley
Sunday, January 6

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather overcast and cloudy. Calm to light air from East. Barometer falling. Begun using Mercuial Barometer instead of aneroid. Fire banked in boiler #1 for heating ship.

W.B. Whittelsey
Lieutenant U.S.N.

From 4 to 8 A.M.

Light air to light breeze from N.E. and S.E. and Calms. Overcast with snow and sleet, turning to rain last two hours. Fire banked under boiler #1 for heating ship.

Geo. R. Beach
Lieutenant U.S.N.

From 8 A.M. to Noon.

Overcast and cloudy. Rain. Calm part of time, then light air and breeze from S.E. and South. About sixteen hours Mr. Claus B.M. 1st, L. Hornum Cox, J. Schell B.M. 1st, J. And B.M. 1st, J. F. Kaden, Sea, returned on board 27 hours outside. Banked fire under boiler #1.

H. Purcell
Lieutenant U.S.N.

From Noon to 4 P.M.

Weather overcast and cloudy, with drizzling rain. Light air to light breeze from S.E. Barometer rising. Fire banked in boiler #1 for heating ship.

W.B. Whittelsey
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast and cloudy. Drizzling rain, followed by steady rain. Light air from S.E. Foggy last hour. Banked fire under boiler #1.

H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Weather overcast, cloudy and foggy. Light air from S.E. to calm. Barometer steady. Fire banked in boiler #1. Mr. Claus B.M. 1st, and L. Hornum Cox, returned to the ship 63 hours outside. Commander Louis Kugley, U.S.N. returned from leave.

W.B. Whittelsey
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Moilton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moored to Dock, Navy Yard, New York.

Third Rate.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forma of Clouds, by symbols.	Force & Direction of Surface Current.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																	
1				Moved to Dock	Balm.		0			30.13	46	42	42	o.c.m.w.	unit	0	
2					"		0			30.13	44	42	42	"	"	0	
3					Snch		1			30.13	46	43	43	"	"	0	
4					"		1			30.12	48	44	44	b.c.	"	8	
5					"		1			30.10	45	43	42	b.c.m.	"	6	
6					Balm.		0			30.10	44	42	42	"	—	2	
7					"		0			30.10	43	43	42	f.	—	0	
8					"		0			30.13	44	42	41	"	—	0	
9					SN		1			30.17	48	45	44	b.c.f.	cum	4	
10					"		1			30.17	50	48	47	"	"	4	
11					Snch		1			30.17	51	49	48	"	"	6	
Noon.					SN.		1			30.17	54	50	49	"	"	7	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 9 " "

{ Longitude by D. R. 0 " "

{ Latitude by observations of ☉ 0 " "

{ Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

{ Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

{ Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , " 0 "

Water expended during the preceding 24 hours, 200 gallons

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, tons 1760 lbs.

Coal remaining on hand at Noon, 131 " 1300 "

P. M.																	
1			Moored to Dock	Oh. SN	1-2					30.15	55	53	51	b.c.m.	circum	6	
2			"	"	2					30.16	55	53	51	"	am.	3	
3			"	"	2					30.16	57	55	53	"	"	3	
4			"	"	2					30.17	56	54	52	"	"	1	
5			"	"	2					30.18	56	51	50	"	"	1	
6			"	"	2					30.21	55	51	50	s.c.m.	unit	0	
7			"	"	2					30.21	55	51	50	"	"	0	
8			"	"	2					30.21	54	50	49	"	"	0	
9			"	SN.	1					30.22	52	50	49	"	"	0	
10			"	"	1					30.22	51	49	48	"	"	0	
11			"	"	1					30.21	51	49	48	b.c.m.	circum.	3	
Mid.			"	"	1					30.21	51	49	48	"	"	4	

under the command of

Commander Louis Kingsley
Monday, January 7

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast, cloudy, damp and misty; clearing last hours of watch. Calm to light air from South. Bunked fires under boiler "A".

R. D. Tinsdale
Ensign U. S. N.

From 4 to 8 A. M.

Clear, followed by cloudy weather and dense fog. Light air from South, then calm. Bunked fires under boiler "A". Received on board in Pay Dept. 60 lbs. bread, 75 lbs. fresh beef and 75 lbs. fresh vegetables.

J. H. Penrell
Lieutenant U. S. N.

From 8 A. M. to Merid.

Weather overcast and foggy, clearing toward end of watch. Light air from S.W. to South. Barometer steady. At 9.30 the Summary Sheet Material of which Lieut. J. L. Purcell was senior member covered, adjourning at 11 o'clock to await action of the examining authority. S. Wood, B. M. 1 cl., and A. J. Jones B. M. 2 cl. returned 75 and 5 1/2 hours respectively on time. Also bunked in boiler "A". Running rigging that was condemned by Board of Survey was turned in to the General Stockkeeper at this yard.

W. B. Whittlesey
Lieutenant U. S. N.

From Merid. to 4 P. M.

Cloudy and misty. Light air and breeze from N. E. W. At 1.00 unmanned ship preparatory to shifting berth, but reentered at 1.30. Received in Pay Dept. from General Stockkeeper Navy Yard, 200 lbs. old meal, 300 lbs. tobacco, 960 lbs. Roast Mutton, 750 lbs. soap. Also bunked in boiler "A".

R. D. Tinsdale
Ensign U. S. N.

From 4 to 8 P. M.

Weather overcast and cloudy, with light air from N. E. W. Barometer steady. Fire bunked in boiler "A".

W. B. Whittlesey
Lieutenant U. S. N.

From 8 P. M. to Mid.

Overcast to partly cloudy and misty. Light air from S. E. W.

R. D. Tinsdale
Ensign U. S. N.

Examined and found to be correct.

J. B. Miller,
Lieutenant U. S. N. Navigator.

under the command of

Commander Louis Kingsley
Tuesday, January 8

, U. S. Navy,
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and foggy. Light air from N. E. to E. by N.
Barometer steady. Bunked fire in boiler A.

N. X. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Weather overcast and foggy, with drizzling rain setting in at end of watch. Calm and light air from N. E. shifting to E. by N. Barometer rising. Took off morning chains and prepared to leave the dock. "Big Tina" came alongside at 8 o'clock. Fire bunked in boiler A.

W. B. Whiteley
Lieutenant U. S. N.

From 8 A.M. to Merid.

Overcast, cloudy and misty. Light drizzling rain first hour. Gentle to light breeze from South to N. E. by N. At 8.30 moved to Ordway Dock, with assistance of Bay Guard Jugs, Nina and Sacheta, and moved ship heading N. E. 1/2 E. (pc) Bunked fire in boiler A. Aboard our liberty, John Ellefson (Sea), and J. Strakley (Sea).

R. D. Fisdale
Ensign U. S. N.

From Merid. to 4 P.M.

Overcast and raining. Light breeze from N. E. by N. Barometer rising and oscillating considerably. First working party in cutter to turn in copper tanks. Bunked fire in boiler A. John Philip B. Mottick was transferred to the U. S. R. S. Vermont. The accounts and transfer papers of H. C. isler Ph. book 101, was transferred to the U. S. R. S. Vermont.

N. X. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Overcast, cloudy, raining and cooler weather. Light fog at times. Light N. E. breeze. Bunked fire in boiler A.

R. D. Fisdale
Ensign U. S. N.

From 8 P.M. to Mid.

Overcast; raining. Light breeze from N. E. by N. Mercurial barometer oscillates so much, it is impossible to get an accurate reading, oscillations amounting at times to .14 of an inch. Practically no motion on the ship, either rolling or pitching except what may be due to swell from passing tugs.

N. X. Coleman
Ensign U. S. N.

J. B. McIlwain
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, New York.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 6.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.															
1				<i>Moved to Dock</i>	<i>N. E. by N.</i>	1		30.45	39	36	35		<i>o. c. m.</i>	<i>numb.</i>	0
2					"	1		30.44	39	36	35		<i>o. c. m.</i>	"	0
3					"	1		30.45	39	36	35		"	"	0
4						2		30.45	39	35	34		"	"	0
5					<i>North</i>	3		30.44	39	35	34		<i>o. c.</i>	"	0
6					"	3-4		30.45	37	34	33		"	"	0
7					<i>N. N. E.</i>	3-4		30.46	36	34	32		"	"	0
8					"	4		30.48	37	33	32		"	"	0
9					<i>N. E.</i>	3		30.50	37	33	32		<i>o. c. m.</i>	"	0
10					<i>N. E. by N.</i>	3		30.51	39	35	34		"	"	0
11					<i>N. N. E.</i>	3		30.50	41	37	36		"	"	0
Noon.					"	3		30.48	41	37	36		"	"	0

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 ' "

 { Longitude by D. R. 0 ' "

 { Latitude by observations of ☉ 0 ' "

 { Longitude by chronometer from Forenoon Observations of ☉ 0 ' "

Position at 3 A. M. { Latitude by 0 ' "

 { Longitude by 0 ' "

Position at 3 P. M. { Latitude by 0 ' "

 { Longitude by 0 ' "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 ' "

Deviation of the Compass by Azimuth ☉ observed at , " 0 ' "

Water expended during the preceding 24 hours, 300 gallons

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, tons 1760 lbs.

* Coal remaining on hand at Noon, 130 " 320 "

P. M.															
1				<i>Moved to Dock</i>	<i>N. N. E.</i>	3		30.67	43	34	32		<i>o. c. m.</i>	<i>numb.</i>	0
2					"	3		30.67	44	34	32		<i>o. c. m.</i>	<i>can. numb.</i>	4
3					"	3		30.67	44	34	32		"	"	4
4					"	3		30.69	44	34	32		"	"	3
5					<i>N. E.</i>	2		30.68	44	35	34		"	"	2
6					"	3		30.69	44	35	34		"	"	1
7					"	3		30.70	45	34	33		<i>o. c. m.</i>	<i>numb.</i>	0
8					<i>E. N. E.</i>	2		30.71	44	33	32		"	"	0
9					"	2		30.71	43	33	32		"	"	0
10					"	2		30.71	43	33	32		"	"	0
11					"	2		30.71	42	33	32		"	"	0
Mid.					"	2		30.70	41	34	33		"	"	0

under the command of

Commander Louis Kingsley
Wednesday, January 9

, U. S. Navy,

, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light air to light breeze from N.E. by N. Overcast with rain first hour, afterwards turning to snow. Fire banked under boiler #1 for heating ship.

Geo. R. Beatty

Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast, cloudy and cool. Gentle to moderate breeze from South to S. N.E.

Rising barometer.

W. D. Fiedale

Ensign U.S.N.

From 8 A.M. to Noon.

Overcast, damp and cold. Gentle breeze from N.E. to S. N.E. Barometer marks.

Tested magazine flood cocks and found them in working order. The following absences were reported, John Collins Esq., and J. Stanley Esq. Banked fire under boiler #1. Sent the Manual Barometer back to the General Storekeeper, of the Navy Yard, on account of it not being in working order. Temperature of magazine 57° 58° forward, 59° 58° aft.

W. F. Coleman

Ensign U.S.N.

From Noon to 4 P.M.

Gentle breeze from S. N.E. Cloudy and cold. Received on board in Ordnance Dept. from the General Storekeeper of the Yard, Twenty five (25) worn cartridge belts, in the Construction Dept. 48 feet wire gauge and in the Equipment Dept. 2100 gallons fuel water (700 gallons for boilers and 1400 for tanks) Discharged from the U.S. Naval Service, Fred Walker Mess Attendant, by reason of his being an undesirable person for the service and by order of Bureau. Fire banked under boiler #1 for heating ship.

Geo. R. Beatty

Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy and cool. Light to gentle breeze from N.E. to E. N.E. Sloop "Three Brothers" of N.Y. forked this ship at 4.30; sent all hands out and showed her colors. Received as Mess Attendants on this ship the following Japs from the U.S. S. S. Vermont: Oki Ito, Ichi Phgodator, Kuchitara Tugaki. Banked fire under boiler #1.

W. F. Coleman

Ensign U.S.N.

From 8 P.M. to Midnight.

Light breeze from E. N.E. Overcast, cold and misty. J. Collins Esq., returned at home on time. Fire banked under boiler #1 for heating ship.

Geo. R. Beatty

Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton,

Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, New York.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	State of Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 1/4.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.															
1				Moved to Dock	S. N. E.	3		30.71	43	34	33	o. c.	uncl.	o	
2					"	3		30.71	44	35	33	"	"	o	
3					"	2-4		30.69	44	35	33	o. c. g.	"	o	
4					"	3-4		30.66	43	34	32	"	"	o	
5					"	3-4		30.66	43	34	32	"	"	o	
6					"	3-4		30.65	43	34	32	o. c. g. m.	"	o	
7					"	3-4		30.64	42	34	33	"	"	o	
8					"	3-4		30.63	41	34	33	o. c. g. n.	"	o	
9					"	4		30.62	43	35	34	"	"	o	
10					"	3		30.60	44	36	35	"	"	o	
11					"	2		30.55	45	36	35	"	"	o	
Noon.					"	1		30.53	45	37	36	"	"	o	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. o " "

{ Longitude by D. R. o " "

{ Latitude by observations of ☉ o " "

{ Longitude by chronometer from Forenoon Observations of ☉ o " "

Position at 3 A. M. { Latitude by o " "

{ Longitude by o " "

Position at 3 P. M. { Latitude by o " "

{ Longitude by o " "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons.

Water *received* during the preceding 24 hours,

1400 "

Water remaining on hand fit for use at Noon,

2600 "

Coal consumed during the preceding 24 hours,

tons 1760 lbs.

Coal remaining on hand at Noon,

129 " 500 "

P. M.															
1				Moved to Dock	S. N. E.	4		30.48	46	38	37	o. c. g. n.	uncl.	o	
2					"	4-5		30.45	47	39	38	"	"	o	
3					"	4-5		30.43	47	39	38	"	"	o	
4					"	4-5		30.41	47	38	37	"	"	o	
5					"	4-5		30.36	47	38	37	"	"	o	
6					"	4-5		30.32	48	38	37	"	"	o	
7					"	3-4		30.29	48	38	37	"	"	o	
8					"	3		30.26	49	39	38	"	"	o	
9					"	2		30.20	50	40	39	"	"	o	
10					"	2-3		30.15	50	41	40	"	"	o	
11					"	1-3		30.10	51	42	41	"	"	o	
Mid.					S. by E.	1-3		29.94	50	40	44	"	"	o	

under the command of

Commander Louis Kingley
Thursday, January 10

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy. Light to gentle breeze from E. N. E. blowing moderate in puffs. Banked fire under boiler "A".

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast. Misty during last hour. Gentle to moderate breeze from E. N. E.
Barometer falling.

N. J. Colman
Ensign U. S. N.

From 8 A.M. to Noon.

Moderate breeze to light air from E. N. E. Overcast and rainy. Mustered crew at 9:30; all accounted for. Received in Kingston Dept. from the General Storekeeper of the Yard, one Mercantile Barometer, No 3404, in exchange for the one received Jan. 5, 1895, No. 3298. Transferred to the U. S. F. Barometer with tag, hammock and necessary transfer papers. James Longan, Clerk. J. Strakley, Sea, returned 49 hours one time. Fire banked under boiler "A" for heating ship.

Geo. R. Black
Lieutenant U. S. N.

From Noon to 4 P.M.

Overcast and cloudy. Raining. Moderate breeze from E. N. E. blowing stiff in squalls. Banked fire under boiler "A". Chief Gunner Mate embarked and refilled bill botchy in Ward Room.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Stiff to gentle breeze from E. N. E. Overcast, cold and rainy. Placed Peter Ross, S. M., in solitary confinement for the night in continuation of punishment given by Summary Court Martial. Fire banked under boiler "A" for heating ship.

Geo. R. Black
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather overcast and cloudy, with heavy rain squalls toward end of watch. Light air to gentle breeze from E. N. E., shifting to S by E. Barometer falling. W. B. Burke, Cox, who placed under sentence charge for attempting to smuggle liquor on board. Fire banked under boiler "A" for heating ship.

W. B. Whiteley
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex

Third Rate,

Moored to Dock, Navy Yard, New York, and making passage to Newport, R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prevalence of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.															
1				Moored to Dock	S. by E.	2		30.00	51	46	45	o. c. n.	uncl.	0	
2					"	1		30.01	51	47	46	o. c. n.	"	0	
3					"	1		29.94	49	47	46	"	"	0	
4					"	1		29.93	49	46	45	"	"	0	
5					S. S. W.	1		29.93	49	46	45	o. c.	"	0	
6					"	1		29.93	49	46	45	"	"	0	
7					"	1		29.93	49	46	45	o. f.	"	0	
8					"	1		29.93	51	45	44	"	overcast	0	
9					"	1		29.94	47	44	43	o. c. n.	"	0	
10					"	2		29.94	45	45	44	"	"	0	
11					"	2		29.91	46	46	45	"	"	0	
Noon.					"	2-3		29.88	48	47	46	b. c. n.	curr.	2	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2300 "

Coal consumed during the preceding 24 hours,

1 tons 1280 lbs.

Coal remaining on hand at Noon,

127 " 1460 "

P. M.															
1				Moored to Dock	S. S. W.	1		29.95	48	47	46	b. n.	curr.	1	
2				Standing up the East River	West	1		29.91	48	47	46	b. c. n.	curr. uncl.	2	
3				"	N. S. W.	1		29.88	48	47	46	b. c.	"	2	
4				"	N. W.	1		29.85	45	43	44	"	"	1	
4.20			20.6												
5			26.1												
5.28		5	9	96.0	N. E. by E. 1/2 E.	1		29.92	44	42	41	b. c. n.	"	2	
6		4	5	94.5	E. N. E. 1/4 E.	0-1		29.94	44	42	41	o. c. n.	uncl.	0	
6.10		1	5	96.0											
7			1	93.8	E. 1/2 N.	1		29.96	44	41	40	"	"	0	
8			4	7	E. by N.	1		29.95	44	41	40	"	"	0	
9			8	3		1		29.98	43	40	39	"	curr. uncl.	0	
10			9	2		1		30.00	43	40	39	"	"	0	
11			9	5		1		30.00	43	40	39	b. c.	curr. uncl.	6	
Mid.			9	0		1		30.01	43	41	40	"	curr.	8	

under the command of

Commander Louis Kingsley
Friday, January 11

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy. Rain followed by mist. Light air and breeze from S. by E. Banked fires under boiler A.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Light air from S. E. W. Overcast, with thick fog last two hours. Released Peter Ross, S. M. M., from confinement. Fires banked under boiler A for heating ship.

Geo. R. Black
Lieutenant U. S. N.

From 8 A.M. to Merid.

Overcast and cloudy. Misty all the watch but clearing last hour. Light air to gentle breeze from S. E. W. At 9.50 called all hands to muster and read approved Summary Court Martial proceedings and sentence in the case of John Paves, Mach. and the sentence was duly executed, viz.: To be discharged from the Naval Service with bad conduct discharge. Received from U. S. R. F. Bennett with bag, hammock and necessary transfer papers, Frederick L. Sprungel, Bremen 2^d cl. Transferred to the U. S. R. F. Bennett with bag, hammock and necessary transfer papers J. S. Gordon, Bremen 2^d cl. At 9 A.M. started fires under boilers C. and D. Banked fires under boiler A.

J. H. Purcell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather cloudy. Light air from S. E. W. to N. E. Barometer falling. Pilot Ben D. Aculeanous came aboard and at 1.30 got underway assisted by Navy Yard tug "Parkita". Hoisted up the East River the Commanding Officer, Navigator and Pilot bring on deck. Passed through Hell Gate at 2.00 when between Dark Bluff and Barretto Point stopped and banked engines on account of ship being slow in answering her bell. At 3.40 passed Stepping Stone Light. Ship under steam about. Steam pressure 58 lbs. Number of revolutions 41.

W. B. Whiteley
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast, cloudy and hazy. Light air from S. W. to South. At 4.10 stopped off Execution Rocks when pilot left the ship, and at 4.30 went ahead and put ship on course N. by E. 1/2 E. (p.c.) Execution Rock Light bearing 14 miles on port beam, patent log reading 80.6. At 5.28 changed course to E. N. E. 3/4 E. Great Captain Light bearing 10.4 N. At 6.10 changed course to E. 1/2 N. (p.c.), Eaton Point Light on starboard beam, distant about 2 1/2 miles; and at 7.30 changed course to E. by N. (p.c.) At 7.55 Stratford Shoal Light on port beam distant about 1.4 miles. Ship under steam about. Average steam pressure 58 lbs. Revolutions 47. P. Ross (S. M. M.) placed in confinement over night to carry out sentence of a Summary Court Martial.

R. D. Fisdale
Ensign U. S. N.

From 8 P.M. to Mid.

Cloudy at first, clearing with bright moonlight. Light air from S. E. W. Barometer rising. Standby up Round. At 9.10 sighted Paulknee Island Light and at 10.37 it bore ahead distant 5.9 miles. At 10.25 sighted Horton's Point. At 11.55 Horton's Point bore ahead distant 4.3 miles. At 12.50 sighted Cornfield Light near. At 11.30 sighted Plum Island Light. Under steam in Boilers A, C. and D. Bore E by N. Average steam 58 lbs. Revolutions 47.9

N. J. Colman
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex*

Third Rate,

Making passage from New York to Newport, R. I. and moved to Buzz, Newport, R. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prevalence of Clear Sky, in fifts.	State of the Sea.	
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.					
A. M.	2			$E \frac{1}{2} N.$	<i>S. S. E.</i>	1		30.02	43	41	40						
1	3	4	56.3	$E \frac{1}{4} S.$	<i>S. S. E.</i>	1		30.03	43	41	40		b.c.	cir.	"	8	
2	4	2	65.3	$E \frac{1}{4} S.$	<i>S. S. E.</i>	1		30.03	43	41	40		"	"	"	6	
3	4	9	72.1	$E \frac{1}{2} S. E.$	"	2		30.04	44	41	40		"	"	"	7	
4	5	8	77.9	"	"	2		30.05	44	41	40		"	"	"	7	
5	2	6	82.4	$N \frac{1}{2} E.$	<i>West.</i>	2		30.06	44	40	39		"	cir. cum.	"	5	
6	2	1	86.2	$N \frac{1}{2} E. \frac{1}{2} S.$	<i>N. E.</i>	2		30.05	40	38	37		"	"	"	8	
7	0	7	91.4	$N \frac{1}{2} E. \frac{1}{2} S.$	<i>North</i>	1		30.05	39	38	37		b.c. m.	"	"	3	
8				Moving to breeze.	<i>Calms.</i>	0		30.04	39	38	37		"	"	"	4	
9				Heard gunning to fleet	<i>S. E.</i>	0-1		30.08	41	40	39		b.c. f.	"	"	6	
10				"	<i>South</i>	0-1		30.06	42	41	40		b.c. m.	"	"	5	
11				Heard shot	<i>Calms</i>	0		30.03	43	42	41		"	"	"	6	
Noon.				"	<i>S. by E.</i>	0		30.01	43	42	41			cum. m. b.	"	4	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1900 "

Coal consumed during the preceding 24 hours, 7 tons 2080 lbs.

Coal remaining on hand at Noon, 119 " 1620 "

P. M.			Ship's head																
1			South	Calms	0		30.00	44	42	41		b.c. m.	cum. m. b.	2					
2			"	"	0		29.99	44	42	41		"	"	1					
3			S. E.	North	0-1		29.97	43	41	40		"	"	1					
4			S. S. E.	"	1		29.96	43	41	40		"	"	1					
5			S. by E.	"	0-1		29.93	42	40	39		"	"	1					
6			S. E. by S.	Calms	0		29.93	42	40	39		"	"	1					
7			S. E. by N.	"	0		29.93	42	39	38		"	"	2					
8		Fanning to abt	"	"	0		29.92	41	38	37		b.c.	cir. cum.	7					
9			N. by E.	"	0		29.90	41	38	37		b.c.	m. b.	0					
10			N. N. E.	0-1			29.90	41	38	37		"	"	0					
11			"	"	1		29.85	39	38	37		b.c. m.	"	0					
Mid.			N. E.	"	1		29.83	40	38	37		"	"	0					

Commander Louis Kingley
Saturday, January 12

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light air to light breeze from S.E. and N.E. Fair and cool. Bright moonlight. Long swell S.W. after 2.00. Flood down at 2.00. Made the following changes in crew: At 12.00 to E 1/2 S.; at 12.20, E 1/4 S.; 12.46 to E 1/2 S.; 1.22 E 1/4 S.; 1.31, E 1/2 S.; 2.17, E 1/2 S. part by 6.7.4. At 2.26 Watch Hill Light was abeam, distant 5.5 miles. At 3.00 sighted Black Island Light bearing S.E. by E. 1/4 E. At 3.25 sighted Point Judith Light bearing E.N.E. Crossed Little Bull Island at 1.07, and through tide rip of Race at 1.15. At 4.00 Black Island Light bore S by E. and Judith N.E. by E. 1/4 E. Ship's head E.N.E. 1/4 E. Average steam 56 lbs. Revolutions 42.4. Under steam alone using boilers A. C. and D.

Geo. P. Deak
Lieutenant U.S.N.

Crew 4 to 8 A.M.

Cair to clear. Misty horizon. Light air and breeze from North to West, followed by calm. At 4.20 clouds down and headed up to Ely swell. Laying off and on awaiting daylight. At 6.30 headed in for Newport. At 7.55 made fast to buoy off northern end of Long Island. Exchanged number with Constellation coming in. Made Intergatory 5573, assumed by Constellation 914. Cruised under three boilers. Average steam pressure 55 lbs. Revolutions 35.

J. Purcell
Lieutenant U.S.N.

Crew 8 A.M. to Noon.

Weather fair and pleasant. Misty about horizon. Calm to light air from N.W. to South. Barometer falling. At 7.15 made signal Intergatory 4557 which was answered by the Constellation with 914. Permission being granted to haul fuel; they were allowed to die out in boilers C. and D. At 9 o'clock the Commanding Officer paid his official visit to the Naval Station, returning at 10.30. Rigged out lower boom and hoisted out the steam launch. The specifications for a Summary Court Martial were delivered to O. B. Davis, Sec. C. B. Batcheller Mach., were granted leave until Wednesday. Banked fire under boiler A. Draft of ship 13 feet 11 1/2 inches forward, 16 feet 4 1/2 inches aft.

W. B. Hutchley
Lieutenant U.S.N.

Crew Noon to 4 P.M.

Cloudy and hazy. Calm and light air from South. Asst. Paymaster Martin W. Ramsey, U.S.N., reported on board for duty as the relief of P.A. Paymaster T. H. Luck, U.S.N., in obedience to Navy Dept. orders of Jan. 7, 1895. By order of the Commanding Officer the following changes in ratings have been made: from Jan. 9, 1895, L. W. M. Kelly, B.W. 2 cl. to B.W. 1 cl.; F. C. Adams, Sea, to B.W. 2 cl.; J. H. Stanley, Sea, to Cox; J. Johnson, Sea, to O. W. 3 cl.; from Jan. 4, 1895, J. P. Turemy, Lds, to Ph. Book 4 cl.; John Smith, Lds, to Winter 2 cl.; H. Maude, Oiler, to Oiler; from Jan. 5, 1895, J. Rautman, Ph. Book 2 cl. to Ph. Book 1 cl.; from Jan. 1, 1895, C. H. Haler, Winter 3 cl. to Winter 1 cl.; from Jan. 10, 1895, J. Brown, Oiler, to Oiler; from Jan. 11, 1895, W. H. Lightfoot, New Oiler, to Lds as Lamp lighter; H. A. Dearborn, Lds as Lamp lighter to Ph. Book 4 cl. Cruise banked under boiler A. Flood tide. Pay Clerk, W. C. Waldman, reported on board for duty as Pay Clerk.

R. H. Stale
Ensign U.S.N.

Crew 4 to 8 P.M.

Weather cloudy, clearing toward end of watch. Light air from North to Calm. Barometer steady. At 8.00 lining to Ebb tide. Cruise banked in boiler A. for heating ship.

W. B. Hutchley
Lieutenant U.S.N.

Crew 8 P.M. to Midnight.

Overcast and cloudy, misty last hour. Calm to light Northerly air and breezes. Barometer falling last half of watch. Ebb tide. Cruise banked in boiler A.

Examined and found to be correct.

R. H. Stale
Ensign U.S.N.

J. B. Milton,
Lieutenant U.S.N., Navigator

Ship Essex
Moored to Buoy, Newport, R.I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass. <i>Ship's head.</i>	WIND.		Forc.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Fog, of Clear Sky, in fols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	At surface.	Water at Surface.				
A. M.																			
1			<i>Ebb</i>	<i>East</i>	<i>N. N. E.</i>		1-2			29.81	40	39.38				<i>o. c. m.</i>	<i>numb.</i>	0	
2			<i>Swinging to flood</i>	<i>SE.</i>	"		1-2			29.81	41	39.38				"	"	0	
3			<i>Flood</i>	<i>SE.</i>	"		2			29.81	40	39.38				<i>o. o. d. f.</i>	"	0	
4			"	"	"		1-2			29.81	41	39.38				"	"	0	
5			"	<i>N. E. by N.</i>	"		2			29.77	40	39.38				"	"	0	
6			"	"	<i>N. E.</i>		2-4			29.70	40	39.38				<i>o. r. f. g.</i>	"	0	
7			"	<i>SE. by E.</i>	<i>E. S. E.</i>		2-4			29.68	43	41.40				<i>o. c. g.</i>	"	0	
8			"	"	"		2-4			29.69	42	42.41				<i>o. o. g. d.</i>	"	0	
9			"	<i>E. by S.</i>	<i>E. by S.</i>		3-4			29.70	44	43.42				<i>o. c. g. d.</i>	"	0	
10			<i>Swinging to ebb</i>	<i>East</i>	"		4-5			29.70	44	44.43				<i>o. c. g.</i>	"	0	
11			<i>Swinging to flood</i>	<i>N. E.</i>	<i>SE.</i>		5-3			29.70	44	44.43				<i>b. c.</i>	<i>circ. cum.</i>	5	
Noon.			<i>Swinging to flood</i>	<i>SE. by S.</i>	"		3			29.70	44	44.43				"	"	8	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1700 "

Coal consumed during the preceding 24 hours, 1 tons 760 lbs.

Coal remaining on hand at Noon, 118 " 2100 "

P. M.																			
1	<i>Swinging to flood</i>	<i>SE. by S.</i>	<i>SE. by S.</i>	3-4	29.70	44	43.42			<i>b. c.</i>	<i>circ. cum.</i>	7							
2	<i>Flood</i>	<i>S. by E.</i>	"	4	29.72	43	42.40					8							
3		<i>SE. by S.</i>	<i>SE.</i>	4	29.69	42	41.40					6							
4		"	"	3-6	29.65	41	41.39					5			<i>circ. cum.</i>				
5		<i>SE.</i>	"	3-5	29.65	40	40.38			<i>o. c. g. d.</i>	<i>numb.</i>	0							
6		<i>N. SE.</i>	<i>N. SE.</i>	3-7	29.68	35	37.36			<i>o. c. g. d.</i>		0							
7		<i>SE. by E.</i>	<i>SE. by E.</i>	7-8	29.70	35	35.33			<i>o. c. g. d.</i>		0							
8		<i>N. SE.</i>	<i>N. SE.</i>	8	29.70	35	33.30					0							
9	<i>Ebb.</i>	"	"	8	29.76	28	29.27					0							
10		"	"	7	29.80	25	26.24					0							
11		<i>N. by S.</i>	<i>N. by S.</i>	7	29.82	23	24.22					0							
Mid.				5-6	29.82	21	23.21					0							

Commander Louis Kingsley,
Sunday, January 13

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and cool, first part cloudy & misty during latter part. Light to moderate breeze from N. N. E. Barometer steady. Banked fire under boiler A.

N. T. Goldman
Ensign U. S. N.

From 4 to 8 A.M.

Weather overcast, cloudy and foggy first two hours, drizzling rain setting in at end of watch. Light to moderate breeze in squalls from N. E., shifting to S. E. Barometer falling. Fire banked in boiler A for heating ship. Riding to wind.

W. S. Whittlesey
Lieutenant U. S. N.

From 8 A.M. to Merid.

Overcast and cloudy. Drizzling rain to clear weather. Moderate breeze from E. by S. evening to S. E. in light squalls. Ship riding to wind and ebb tide until last hour when swinging to flood. J. O. Steinman (Fire 2d), reported the expiration of his enlistment. L. Henry (Bay) absent without leave. Temperature of magazines 60°-55° forward, 61°-60° aft. Banked fire under boiler A.

A. H. Fishale
Ensign U. S. N.

From Merid. to 4 P.M.

Cloudy and pleasant. Gentle to fresh breeze from S. E. by S. to S. E. Barometer falling. Banked fire under boiler A. Broke out Paymaster's storeroom to take inventory.

N. T. Goldman
Ensign U. S. N.

From 4 to 8 P.M.

Overcast and cloudy. Drizzling rain and snow, 2d two hours of watch. Gentle breeze to heavy squalls and moderate gale from S. E. by S. to S. E. ugly weather last part of watch. P. Ross (F. N. M.) placed in confinement over night in accordance with sentence of Summary Court Martial. Banked fire under boiler A.

A. H. Fishale
Ensign U. S. N.

From 8 P.M. to Mid.

Overcast and cloudy. Ugly appearance of weather all the watch. Moderate gale in squalls from S. E. by S. and S. by E. Barometer rising. Ebb tide. Banked fire under boiler A.

N. T. Goldman
Ensign U. S. N.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moored to Buoy, Newport, R. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Speed of Current, Ship, in knots.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.				<i>Ship's head</i>											
1			<i>Clear</i>	<i>Ok. by I.</i>	<i>Ok. S. W.</i>	7		29.83	21	20	19	<i>b. c. g.</i>	<i>cum.</i>	6	
2				<i>Ok. S. W.</i>	"	7		29.88	21	20	19	<i>o. c. g.</i>	<i>cumant.</i>	0	
3				"	"	7		29.92	21	22	20	<i>b. c. g.</i>	<i>cum.</i>	4	
4				<i>S. W. by W.</i>	"	7		29.95	23	23	21	"	"	6	
5				<i>Ok. S. W.</i>	"	5.7		29.95	25	23	21	"	<i>cum. strab.</i>	6	
6				"	"	5.7		29.97	26	24	22	"	"	7	
7				<i>Ok. by I.</i>	"	4.5		30.07	26	25	24	"	"	7	
8				"	"	3.4		30.03	27	26	24	"	"	6	
9			<i>Ebb</i>	"	<i>Ok. by I.</i>	3.4		30.08	29	28	26	"	"	7	
10				<i>Ok. by I.</i>	"	3.4		30.09	30	29	27	"	"	6	
11				"	"	3.4		30.09	31	30	28	"	<i>cum.</i>	2	
Noon.				<i>Ok. by I.</i>	<i>West</i>	3.4		30.06	32	30	29	"	"	1	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 100 gallons

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1600 "

Coal consumed during the preceding 24 hours, tons 2240 lbs.

Coal remaining on hand at Noon, 117 " 2100 "

P. M.															
1		<i>Clear</i>	<i>S. W. by W.</i>	<i>West.</i>	1	30.03	34	32	31	<i>b. c.</i>	<i>cur.</i>	9			
2			<i>S. W. by I.</i>	"	1-2	30.02	34	32	31	"	"	8			
3			"	"	2	30.02	33	32	31	"	<i>cum. strab.</i>	3			
4			<i>S. W.</i>	"	1-2	30.04	34	32	31	"	<i>mult.</i>	1			
5			<i>Ok. by I.</i>	<i>Ok. by I.</i>	2	30.10	33	33	31	<i>o. c. d. e.</i>	"	0			
6			<i>S. W. by W.</i>	"	1-6	30.11	35	33	31	<i>b. c.</i>	<i>cum.</i>	5			
7			<i>West.</i>	"	1-2	30.08	34	33	32	"	"	3			
8		<i>Ebb</i>	<i>Ok. by I.</i>	"	2	30.07	34	33	32	<i>b. c. e.</i>	<i>mult.</i>	1			
9			"	"	1-4	30.12	33	32	31	<i>o. c.</i>	"	0			
10			<i>S. W.</i>	<i>Ok. S. W.</i>	1-2	30.12	33	32	30	"	"	0			
11			<i>S. W. by W.</i>	<i>West.</i>	1-2	30.12	30	31	29	"	"	0			
Mid.			<i>S. W.</i>	"	2-5	30.12	30	30	29	<i>b. c.</i>	<i>circum.</i>	6			

Commander Louis Kingsley
Monday, January 14

U. S. Navy,
1895.

List of Apprentices received
From Meade to 4 PM.

Bridge, W.	French, W.	Lodge, D. E.	Rosenstein, M.	from O. P. N. Partly
Bryant, G. W.	Perry, D. F.	M ^r . Lundy, C.	Rogus, J. R.	
Babin, A. D.	Sim, J. D.	M ^r . Lewis, J. J.	Speck, J.	ack
Blue, C. A.	Fahlbusch, L. H.	M ^r . Lobb, D.	Stable, A. L.	for Lieutenant U. S. N.
Bromley, W.	Foley, J. P.	Shoell, J.	Swick, L. A.	new from O. P. N.
Berry, G. W.	Fradde, L. D. J.	Marshall, C. D.	Smith, J. C.	
Barrett, J. D.	Field, L. A.	Shuehl, O. P.	Steele, C. W.	ack
Bradley, L. P.	Finch, C.	Monahan, H. P.	Swan, L. W.	for Ensign U. S. N.
Bode, H.	Finley, A. W.	Madden, R. J.	Scheer, J.	st. Barometer
Blaisdell, C. F.	Guder, A. A.	Murray, W. L.	Starn, O. L.	for appliances
Cummings, A. D.	Green, O. A.	Mauschofer, E.	Smith, W. J.	board, 56° 56' off.
Carrel, F. R.	Heindelst, D.	Mayer, P. J.	Schorde, J. C.	for
Cumbe, L. H.	Ham, A.	Meeks, L. F.	Stoker, J. H.	Ensign U. S. N.
Chapman, L. E.	Harman, W. L.	Main, J.	Thomas, L.	loady last half
Dumont, C. R.	Hartman, L. J.	Mathias, J.	Tunball, A.	fixed by use of
Duncan, J.	Holstein, C. A.	Matthy, B. W.	Thompson, I. L.	with bags
Dey, E. W.	Hengewold, L. C.	Chaumans, P.	Wallentine, L. W.	and apprentices at
Davis, D. H.	Heumann, D. H.	Orr, C. W.	Willie, A.	sting ship
De Villis, J. C.	Houghton, E. L.	Owens, M. A.	Welf, H. A. D.	ack
Darby, L. W.	Jepson, A. W.	O'Neill, L. H.	Welf, J. P.	Lieutenant U. S. N.
De Fanno, D. L.	Joyce, J.	Pinday, A. L.	Wichmann, C.	armets variable
Dunn, J. J.	Kobler, L. W.	Ponne, C. A.	Whiting, P. A.	and this ship
De On, L.	Kerane, M. H.	Peterson, C. W.	York, J. H.	A Coleman
Elmgord, D. E.	Landon, J. W.	Pickett, J. H.	Yoschick, P. R.	Ensign U. S. N.
Ebrenwatter, E.	Lamb, L. H.	Richter, E.		to West. Overcast
Emery, F. W.	Langkehr, C. D. H.	Ralston, W. L.		ating ship
	Lieber, L.	Rothman, W. H.		ack
				Lieutenant U. S. N.

J. B. Milton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Buoy, Newport, R. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Gale, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.				<i>Ship's head</i>											
1				<i>Sheet</i>	<i>Sheet.</i>	<i>1-2</i>		<i>30.11</i>	<i>27</i>	<i>29</i>	<i>28</i>	<i>bo.</i>	<i>circum.</i>	<i>1</i>	
2				<i>Ch. by N.</i>	"	<i>3</i>		<i>30.13</i>	<i>27</i>	<i>29</i>	<i>28</i>	"	"	<i>2</i>	
3				"	"	<i>3-4</i>		<i>30.14</i>	<i>27</i>	<i>29</i>	<i>28</i>	<i>b.c.g.</i>	<i>circ.</i>	<i>9</i>	
4				<i>Sheet by S.</i>	"	<i>4-5</i>		<i>30.15</i>	<i>29</i>	<i>29</i>	<i>28</i>	"	"	<i>5</i>	
5				<i>Sheet</i>	"	<i>3-4</i>		<i>30.16</i>	<i>26</i>	<i>26</i>	<i>25</i>	"	"	<i>5</i>	
6				<i>Ch. by S.</i>	"	<i>3-4</i>		<i>30.18</i>	<i>26</i>	<i>26</i>	<i>25</i>	"	<i>strat.</i>	<i>7</i>	
7				<i>Ch. by N.</i>	<i>Ch. by N.</i>	<i>2</i>		<i>30.19</i>	<i>26</i>	<i>26</i>	<i>25</i>	<i>b.c.</i>	<i>cum. strat.</i>	<i>7</i>	
8				<i>Ch. by S.</i>	"	<i>1</i>		<i>30.21</i>	<i>28</i>	<i>26</i>	<i>25</i>	"	"	<i>6</i>	
9				<i>N. F. Ch.</i>	<i>Sheet.</i>	<i>1-4</i>		<i>30.24</i>	<i>30</i>	<i>28</i>	<i>27</i>	"	"	<i>7</i>	
10				<i>Ch. N. Ch.</i>	"	<i>2</i>		<i>30.26</i>	<i>37</i>	<i>29</i>	<i>28</i>	"	"	<i>4</i>	
11				<i>Ch. by N.</i>	"	<i>2-4</i>		<i>30.24</i>	<i>37</i>	<i>30</i>	<i>29</i>	<i>o.c.</i>	<i>numb.</i>	<i>0</i>	
Noon.				<i>Ch. N. Ch.</i>	"	<i>3</i>		<i>30.20</i>	<i>33</i>	<i>31</i>	<i>30</i>	"	"	<i>0</i>	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1200

Coal consumed during the preceding 24 hours,

tons 1680 lbs.

Coal remaining on hand at Noon,

117 " 420

P. M.															
1	<i>Ebb.</i>	<i>Ch. F. Ch.</i>	<i>Sheet</i>	<i>3</i>	<i>30.20</i>	<i>35</i>	<i>32</i>	<i>31</i>	<i>bo.</i>	<i>cum.</i>	<i>4</i>				
2		<i>F. Ch.</i>	<i>Ch. F. Ch.</i>	<i>4</i>	<i>30.19</i>	<i>35</i>	<i>33</i>	<i>32</i>	"	"	<i>4</i>				
3		"	"	<i>4</i>	<i>30.19</i>	<i>36</i>	<i>34</i>	<i>33</i>	"	"	<i>2</i>				
4		"	"	<i>5</i>	<i>30.19</i>	<i>36</i>	<i>34</i>	<i>33</i>	"	"	<i>5</i>				
5		<i>F. Ch. by Ch.</i>	"	<i>4</i>	<i>30.18</i>	<i>36</i>	<i>35</i>	<i>34</i>	"	"	<i>6</i>				
6		"	"	<i>4</i>	<i>30.20</i>	<i>37</i>	<i>35</i>	<i>34</i>	"	"	<i>8</i>				
7		"	"	<i>3</i>	<i>30.20</i>	<i>38</i>	<i>36</i>	<i>35</i>	"	"	<i>9</i>				
8	<i>Chord</i>	"	"	<i>3</i>	<i>30.20</i>	<i>37</i>	<i>36</i>	<i>35</i>	"	"	<i>9</i>				
9		<i>F. Ch. by S.</i>	"	<i>2</i>	<i>30.17</i>	<i>38</i>	<i>36</i>	<i>35</i>	"	"	<i>9</i>				
10		<i>F. Ch. by Ch.</i>	"	<i>2</i>	<i>30.18</i>	<i>38</i>	<i>36</i>	<i>35</i>	"	"	<i>9</i>				
11		<i>N. by S.</i>	"	<i>2</i>	<i>30.17</i>	<i>38</i>	<i>36</i>	<i>35</i>	"	<i>circum.</i>	<i>5</i>				
Mid.		<i>Ch. N. Ch.</i>	"	<i>2</i>	<i>30.17</i>	<i>38</i>	<i>36</i>	<i>35</i>	"	"	<i>4</i>				

U. S. Navy,
1895.

Midnight to 4 A.M.

Very fresh breeze blowing in squalls from N. by E. Partly cloudy, with moonlight. Fire banked under boiler #1 for heating ship.

Geo. R. Beach
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and cold fresh breezes in squalls to moderate breeze from N. by E. Barometer rising. Ship heading to wind.

R. D. Fiske
Ensign U.S.N.

From 8 A.M. to Merid.

Cloudy. Gentle to moderate breeze from N. by E. to West. Barometer falling. Banked fire under boiler #1. Received in Ordnance Dept. 2 sub. abbr. appliances for 4 inch R.F. guns and 1 box primers. Temperature of magazines 57° 56' forward, 56° 56' aft.

N. A. Coleman
Ensign U.S.N.

From Merid. to 4 P.M.

Light air to light breeze from West. Clear first part, cloudy last half. Discharged from the Naval Service with an honorable discharge, J. O. Steiman, visible by reason of expiration of enlistment. Received on board from the U.S. Naval Training Station, with bags, hammocks and necessary transfer papers, apprentices as per appended list. Mustered apprentices at quarters and gave them their general stations. Fire banked under boiler #1 for heating ship.

Geo. R. Beach
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy, light air to fresh breeze from N. by E. to West. Barometer variable. P. A. Paymaster J. L. Hicks, U.S.N. was this day detached from duty on board this ship and ordered to the U. S. S. Mohican. Fire banked under boiler #1.

N. A. Coleman
Ensign U.S.N.

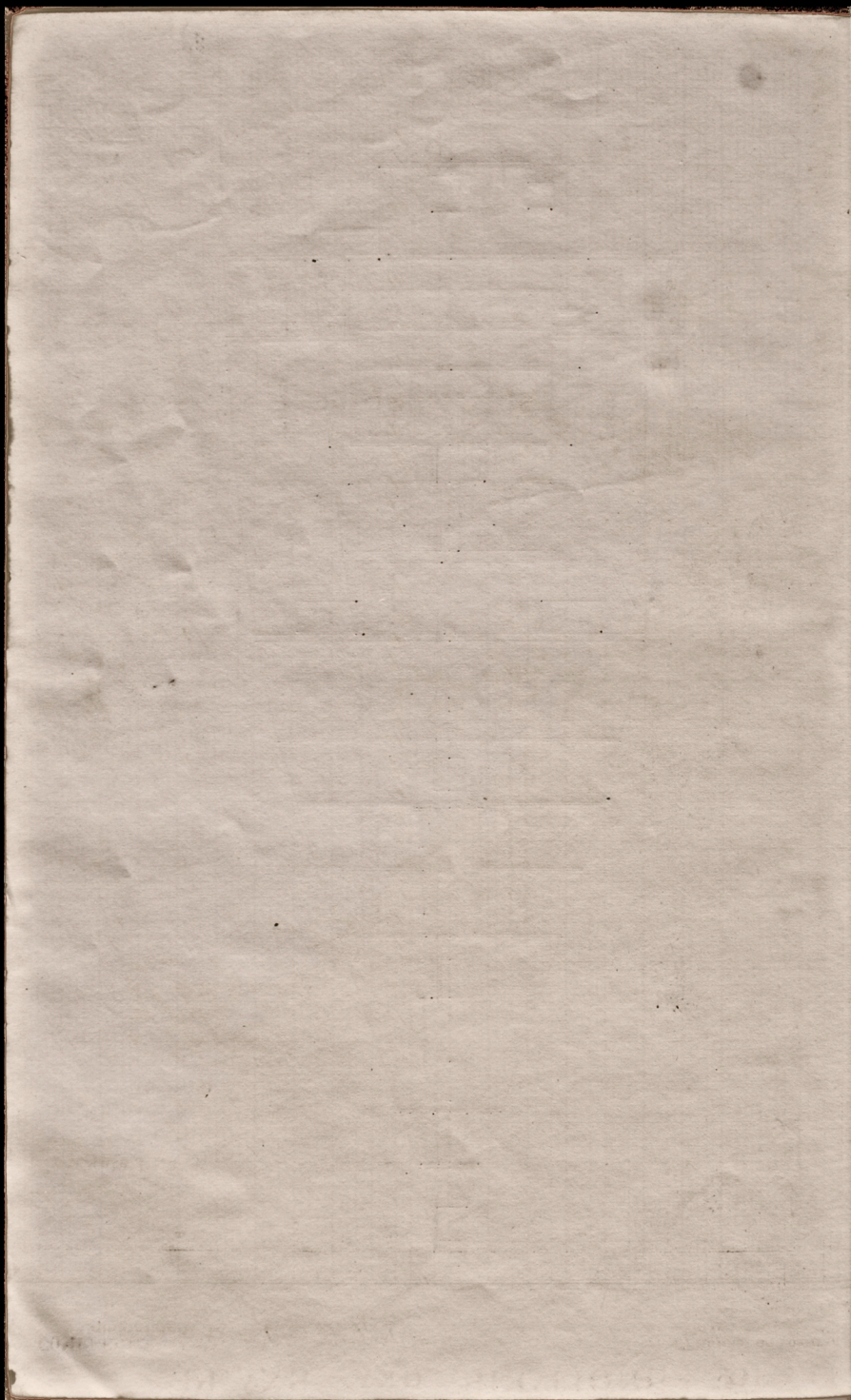
From 8 P.M. to Mid.

Wind variable in force increasing last hour from N. by E. to West. Overcast until last hour, then partly clearing. Fire banked under boiler #1 for heating ship.

Geo. R. Beach
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U.S.N. Navigator.



under the command of

Commander Louis Kingsley
Tuesday January 15

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Light airs increasing to moderate and stiff breeze from Cheek. Banked fires under boiler A.

H. Purcell

1st Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and cold. Moderate to light breeze from Ch. by N. to Cheek. Barometer rising. Banked fires under boiler A. Received on board in Pay Dept. 82 lbs fresh bread, 102 lbs fresh beef, and 10 1/2 lbs. fresh vegetables.

N. G. Lockman
1st Ensign U.S.N.

From 8 A.M. to Mid.

Light airs to moderate breeze from Cheek fair first half, oncast last two hours. Cold. Mustered crew at quarters at 9.30, and mustered apprentices in station. Received on board with bag, hammock and necessary transfer papers S. Copeland App 3d. Sorted magazine flock cocks and found them in working order. Banked fires under boiler A, for heating ship. Temperature of magazines 58° 59° forward, 56° 56° aft. The appointment of Pay Clerk, George S. Buckgate was this day worked, and he was re-appointed Pay Clerk of the U.S. Mohican and proceeded to that vessel this day.

Geo. R. Black, Lieutenant U.S.N.

From Mid. to 4 P.M.

Cloudy to clear. Gentle to stiff breeze from Cheek and N.E. Sewed out oil clothes to apprentices 3rd class. Fires banked under boiler A.

H. Purcell

1st Lieutenant U.S.N.

From 4 to 8 P.M.

Moderate to gentle breeze from N.E. Fair and cold. Received on board from the General Storekeeper, Washington Navy Yard, one firing pin and spring for #1 B.L.R. No. 44. Fires banked under boiler A, for heating ship. Confined P. Ross, F.M., in continuance of punishment.

Geo. R. Black
1st Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear. Light breeze from N.E. Banked fires under boiler A.

H. Purcell

1st Lieutenant U.S.N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moored to Buoy, Newport, R. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force & Direction of Surface Wind, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.				Ship's head											
1			Ebb	N. by N.	N. by E.	1-2		30.18	40	37	36	O. C.	numb.	0	
2			"	S. by N.	"	0-1		30.18	40	37	36	"	"	0	
3			"	S. by E.	"	0-1		30.17	40	38	37	"	"	0	
4			Chord	"	Calms	0		30.15	40	38	37	"	"	0	
5			"	S. by N.	"	0		30.14	40	38	37	"	"	0	
6			"	"	"	0		30.13	40	38	37	"	"	0	
7			"	S. by E.	S. by E.	1		30.13	41	39	38	O. C. N.	"	0	
8			"	"	"	1		30.15	41	39	38	"	"	0	
9			"	S. by N.	Calms	0		30.04	41	39	38	"	"	0	
10			"	S. by E.	"	0		30.03	42	39	38	"	"	0	
11			Turning to Ebb	S. E.	"	0		30.08	42	40	39	"	"	0	
Noon.			"	N. E. by N.	"	0		30.03	42	40	39	"	"	0	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours, 400 gallons

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 800 "

Coal consumed during the preceding 24 hours, tons 1920 lbs.

Coal remaining on hand at Noon, 116 " 740 "

P. M.															
1	Turning to Ebb	N. by E.	Calms	0				29.98	43	39	38	O. C. N.	numb.	0	
2	Ebb	N. N. E.	N. N. E.	0-1				29.95	41	40	39	"	"	0	
3	"	N. E. by N.	North	0-1				29.94	41	40	39	"	"	0	
4	"	N. by E.	N. by E.	1				29.92	39	39	37	"	"	0	
5	"	"	"	2-3				29.90	37	38	37	"	"	0	
6	"	"	"	3-4				29.88	37	37	37	"	"	0	
7	"	"	N. N. E.	3-4				29.88	35	36	35	O. C. N.	"	0	
8	Chord	"	"	3-4				29.88	34	36	35	"	"	0	
9	"	North	North	3-4				29.88	34	36	35	"	"	0	
10	"	"	"	3-4				29.89	35	36	35	O. C. N.	numb.	2	
11	"	"	"	3-4				29.89	35	35	34	"	"	4	
Mid.	"	"	"	3				29.90	34	35	34	"	"	5	

under the command of

Commander Louis Kingsley
Wednesday, January 16

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather overcast and cloudy. Calm to light breeze from N.W. Barometer steady. Fire banked under boiler A for heating ship.

W.B. Whitley
Lieutenant U.S.N.

From 4 to 8 A.M.

Calm first half, light air from N.W. by E. last half. Overcast with light rain after 6.00. Released 3 Rats from confinement. Received on board in Pay Dept. 10 1/2 lbs. fresh beef, 10 1/2 lbs. fresh vegetables and 82 lbs. bread. Fire banked in boiler A for heating ship.

A. R. Beach
Lieutenant U.S.N.

From 8 A.M. to Mid.

Calm. Overcast and cloudy. Raining. At 9.35 mustered at quarters. Instructed all apprentices at their stations in Looming and furling. Barometer very unsteady. Ship swung to starboard 10.30 and 11.00. Fire banked under boiler A. Temperature of magazines 58° 57° forward, 56° 56° aft.

J. Purcell
Lieutenant U.S.N.

From Mid. to 4 P.M.

Weather overcast, cloudy and rainy. Calm to light air from N.W. to West. Barometer falling. E. E. Batcheller, Mach., returned from leave. J. O. Newman was enlisted as Fireman 2nd class for this year from this date. William Best, Mach., was received from the U.S. Navy with his transfer papers. Fire banked under boiler A for heating ship.

W.B. Whitley
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast, cloudy and rainy. Evening last past. Light to moderate breeze from S. by E. and S. E. Banked fire under boiler A.

J. Purcell
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather overcast, cloudy and evening; clearing up toward end of watch. Barometer rising. Fire banked in boiler A.

W.B. Whitley
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U.S.N., Navigator.

LOG of the UNITED STATES

Ship Essex.

Third Rate,

Moored to Bury, Newport, R.I. and making passage to Barbados, A.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				Ship's head															
1			Cloud	N by E.	North		1-2			29.93	35	34	33			b.c.	cum.	9	
2			"	"	"		2			29.93	34	33	32			b.	none	10	
3			"	N. E.	N. N. E.		0-1			29.98	33	33	32			"	"	10	
4			"	S. E.	N. E.		1-2			29.98	34	33	32			"	"	10	
5			Cloud	E. by S.	"		2			29.99	34	32	31			"	"	10	
6			"	N. by E.	"		2-4			30.00	34	31	30			"	"	10	
7			"	West	North		2			30.01	32	31	30			"	"	10	
8			"	N. N. E.	N. N. E.		2			30.03	31	31	30			"	"	10	
9			"	"	N. N. E.		1			30.06	33	31	30			"	"	10	
10			"	N. N. E.	West		1			30.08	35	32	31			"	"	10	
11			"	West	"		1			30.04	36	33	32			b.c.	circum.	8	
Noon.			"	"	"		1			30.02	36	34	32			"	"	8	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 ' "

Longitude by D. R. 0 ' "

Latitude by observations of ☉ 0 ' "

Longitude by chronometer from Forenoon Observations of ☉ 0 ' "

Position at 8 A. M. Latitude by 0 ' "

Longitude by 0 ' "

Position at 8 P. M. Latitude by D. R. since departure 41° 03 ' N "

Longitude by D. R. since departure 71° 05 ' W "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

400 "

Coal consumed during the preceding 24 hours,

1 tons 800 lbs.

Coal remaining on hand at Noon,

114 " 2180 "

P. M.																			
1		Cloud	N. by E.	West	1-2					29.98	39	34	33			b.c.	circum.	7	
2		"	N. E.	"	2					29.99	39	35	34			"	cum.	9	
3		"	N. E.	N. E.	2					29.99	39	36	34			"	"	9	
4		Letting underway	Standing out of Newport	"	3					30.02	38	35	34			"	"	9	
5	4.43	0 8 22	S. E.	"	2		0			30.06	37	35	34			"	"	9	S
6		7 9 100.1	"	"	3		0			30.14	35	34	33			"	"	9	
7		8 6 8.7	"	"	3		0			30.15	35	34	33			"	"	9	
8		8 3 17.0	"	"	3	Roll	0			30.16	35	34	33			"	"	9	
9		8 6 25.6	"	N. N. E.	4	20.20	0			30.17	35	35	33	42		"	"	9	N
10		8 5 34.1	"	"	5		0			30.17	36	35	33	42		"	"	9	
11		8 4 42.5	"	"	5		0			30.16	36	34	32	42		"	"	9	
Mid.		8 0 50.0	"	"	5		0			30.16	36	34	32	42		"	"	9	

Commander Louis Kingsley
Thursday, January 17

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear to cloudless cooler weather. Calm and light air to breeze from North to N.W. Bunked fire under boiler #1 for heating. Moonlight.

R.D. Fisdale
Ensign U.S.N.

From 4 to 8 A.M.

Clear. Light breeze from N.W. to North increasing in puffs to moderate breeze during second hour. Bunked fire under boiler #1. Received on board in Pay Draft. 32 lb. fresh bread, 10 1/2 lb. fresh beef, 10 1/2 lb. fresh vegetable.

J.P. Russell
Lieutenant U.S.N.

From 8 A.M. to Noon.

Weather clear and pleasant with light air from N.W. to West. Barometer falling. At 9.30 mustered crew at quarters, finding A. J. Jolyn and J. H. Strakky (cox) absent without leave. Sailed magazine flood cocks and found them in good order. Commenced distilling with boiler #1 and at 10.30 started fire in boilers C. and D. Temperature of magazines 58° 57° forward, 57° 57° aft.

W.B. Whitney
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear and cool. Light breeze from West to N.W. At 1.00 clock called all hands to muster and read sentence of Summary Court Martial in the case of A. J. Jolyn (cox), viz.: 15 days solitary confinement in double iron on bread and water, full rations every fifth day, extra police duties for two months and loss of pay for that period amounting to 60.00. Made all preparations for sea and hoisted all boats. J. H. Strakky, Cox, and A. J. Jolyn B.M. 2.00 were brought on board ship by the Chief M. at A. 6 1/2 hours motion. At 3.50 hoisted Intergalary 4890; "Constellation" answered 904. At 3.57 called all hands on main-deck ship. Flood tide. Fire under boiler C. and D. for steaming purpose, and underway for heating and distilling. Summed engine room at 3 P.M. Draft of ship, 13 feet 9 inches forward, 16 feet 3 inches aft.

R.D. Fisdale
Ensign U.S.N.

From 4 to 8 P.M.

Weather clear and pleasant, with light to gentle breeze from N.W. Barometer rising. At 4.09 stopped distilling and got underway standing out of harbor, Commanding Officer in charge of the crew. At 4.35 took departure, Buntin Reef Lightship, bearing N.E. (pc) distant 1/4 of a mile, Lat 41° 25' N, Long 71° 25' W., put on patent log reading 914 and set the course S.E. At 5.10 set for and aft sails except flying jib. Average bar. barometer 42.4. Steam pressure 55 lbs.

W.B. Whitney
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear and cool. Moderate to stiff breeze from N.W. Smooth to moderate following sea. Ship riding easily at end of watch. At 9.10 took in main topsail; at 9.45, spanker and at 10.35 the jib and fore topsail stowed. Fought a light probably that of a pilot boat on starboard bow at 11.20, which was evidently standing to H. and G. Under steam, using boiler #1. C. and D. Average steam pressure 55 lbs. Average revolutions 42.6. On course S.E. (pc.)

R.D. Fisdale
Ensign U.S.N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*

Third Rate,

Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air, Wet Bulb.	Mo. Wet Bulb.	Water at Surface.					
A. M.																			
1	7	7	58.2	SSE.		NW.	4-5			30.15	36	34	33	43	b.c.	cum.	8	M.	
2	8	0	66.2	"		"	5			30.16	36	34	33	43	"	cir. cum.	4	"	
3	7	2	74.4	"		"	6			30.17	36	34	33	43	"	"	4	"	
4	7	7	82.3	"		"	7-8			30.16	35	34	33	43	"	"	3	"	
5	8	2	90.5	"		"	6			30.18	36	34	33	47	"	cum.	2	R.	
6	8	0	98.5	"		"	6			30.20	36	35	34	50	"	"	2	"	
7	8	0	6.5	SE.		N. N. W.	5			30.22	37	35	34	50	"	"	2	"	
8	9	1	15.6	"		N. W.	5			30.23	37	35	34	51	"	"	1	"	
9	3	0	18.6	"		"	5			30.25	38	35	34	"	cum. mist.	3	M.		
10	5	4	24.0	"		"	5			30.27	39	36	35	"	"	2	"		
11	6	1	30.1	"		"	5			30.27	40	37	36	59	"	3	"		
Noon.	6	6	36.7	"		"	6			30.25	40	38	37	59	"	2	"		

144. 1 Distance run by Patent Log departure

Course and distance made good since preceding noon by observations, $S 34^{\circ} E$. 147 knots. tenths.

Position at Noon: Latitude by D. R. $39^{\circ} 32' N$. "
 Longitude by D. R. $69^{\circ} 29' W$. "
 Latitude by observations of \odot $39^{\circ} 24' N$. "
 Longitude by chronometer from Forenoon Observations of \odot No observation " "

Position at 3 A. M. Latitude by D. R. $39^{\circ} 45' N$. "
 Longitude by D. R. $69^{\circ} 51' W$. "

Position at 3 P. M. Latitude by D. R. from Noon $39^{\circ} 00' N$. "
 Longitude by Chronometer from Afternoon observation $68^{\circ} 44' W$. "

Current during the time, 8 knots tenths per hour, setting to the South

Deviation of the Compass by Azimuth \odot observed at , ship's head 0 "Deviation of the Compass by Azimuth \odot observed at , " 0 "

Water expended during the preceding 24 hours, 700 gallons.

Water distilled during the preceding 24 hours, 400 "

Water remaining on hand fit for use at Noon, 400 "

Coal consumed during the preceding 24 hours, 8 tons 185 lbs.

Coal remaining on hand at Noon, 106 " 1995 "

P. M.																	
1	6	6	43.3	SE.		NW.	6	0	0	30.24	40	39	59	59	b.c.	cum. mist.	2 M.
2	6	3	49.6	"		"	5	0	0	30.23	40	39	59	59	"	"	2 "
3	5	8	55.4	"		"	5	0	0	30.23	41	40	59	59	"	"	2 "
4	5	4	60.8	"		"	4	0	0	30.22	41	39	59	59	"	"	3 "
5	3	9	64.7	"		"	3-4	0	0	30.17	41	39	56	56	b.c.	"	0 "
6	3	4	70.1	"		N. N. W.	3-4	0	0	30.16	41	40	57	57	"	"	0 "
7	5	2	75.3	"		"	4	0	0	30.17	42	41	58	58	"	"	0 "
8	4	0	79.3	"		"	3-4	0	0	30.16	43	42	58	58	"	"	0 "
9	4	6	83.9	"		Prob. N. N. W.	3-4	2	0	30.14	44	43	60	60	b.c.	"	0 "
10	5	0	88.9	"		"	2-5	2	0	30.12	45	44	64	64	b.c. n.	"	0 "
11	5	4	94.3	"		"	2-5	2	0	30.09	47	46	67	67	b.c. g.s.	"	0 "
Mid.	6	8	1.1	"		"	4-6	2	0	30.06	49	47	68	68	"	"	0 "

62. 6

1-20

under the command of

Commander Louis Kingsley
Friday, January 18

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partly cloudy. Moderate to fresh breeze from N.W. Barometer variable. On course S.E. with fire under boilers A, C, and D. Ashvase steam 55 lbs. Revolutions 42 1/2.

N. P. Holman
Ensign U. S. N.

From 4 to 8 A.M.

Fresh to stiff breeze from N.W. and N.N.W. Cloudy rough following sea. At 6.50 set foresail and fore and main topsails. At end of watch under this sail and steam, using boilers A, C, and D. Fire dying out after 7.00. By order of Commanding Officer changed course at 6.60 to S.E. per Standard. Lighted two steamers, one standing to Sd and Ed, the other to Sd and Wd. Turbine steam 53 lbs. Revolutions 41. Released P. Ross, (P. M.) from confinement.

Geo. K. Beach
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy. Stiff to fresh breeze from N.W. At 8.10 stopped steaming and allowed fire to die out under boilers C and D. Baked fire under boiler A, and commenced distilling at 8.15. Uncoupled propeller at after coupling about 8.40. At 10 A.M. lowered mainsail. Under jib, topsails and foresail. Course S.E. per. Temperature of water first two hours not recorded because it was discovered that the Quartermaster had not made reliable observations. Moderate following sea. Lowered smoke stack. Temperature of magazine 57°-58° forward, 57°-57° aft.

J. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather cloudy, with fresh to moderate breeze from S.W. Barometer falling. At 12.15 set port clew of mainsail, taking it in at 1.30. Ship rolling heavily at times to moderate sea from S.W. Ship under sail alone. Fire barked in boiler A. Distilling.

W. B. Whithers
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast and cloudy. Gentle to moderate breeze from S.W. and N. S.W. On course S.E. (per) Moderate sea from N.W. No change in sail. Fire barked under boiler A. At 4.30 sighted smoke of steamer astern. Baked fire under boiler A. Distilling.

R. D. Dale
Ensign U. S. N.

From 8 P.M. to Midnight.

Overcast and damp. Variable light to fresh breeze from N.W. to N. S.W. Barometer falling. Temperature of sea water rising. Under jib, for topmast staysail, topsails, foresail and lee clew of mainsail, on course S.E. Baked fire in boiler A. Distilling.

N. P. Holman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex Third Rate,

Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1	6		8.7	SE.	West	4.6	0	0	30.04	48	47	45	68	o.e.g.n.	numl	0	0	0	0
2	5	6	14.3	"	"	3.5	0	0	30.00	49	47	45	68	"	"	0	0	0	0
3	3	4	17.7	"	"	2.3	0	0	29.95	48	47	45	68	"	"	0	0	0	0
4	2	1	19.8	"	North	2.3	0	0	29.93	47	47	46	68	"	"	0	0	0	0
5	3	8	23.6	"	NE.	4	0	0	29.85	47	47	46	66	o.e.d.	"	0	0	0	0
6	2	7	29.0	SE 3/4 S.	"	4.5	0	0	29.80	47	47	46	65	b.e.g.l.d.	"	0	0	0	0
7	5	2	34.2	S. SE.	E. NE.	4.5	0	1/2	29.80	48	48	47	66	o.e.d.b.g.	"	0	0	0	0
8	4	3	38.5	S. by E.	East.	3.5	0	1/2	29.84	50	49	48	66	b.e.g.d.	"	2	0	0	0
9	2	0	39.3	"	"	1.2	0	1/2	29.84	52	51	50	67	o.e.g.n.	"	0	0	0	0
10	2	0	39.3	S. by E 1/2 E.	E. by N.	1.2	0	1/2	29.84	52	52	51	68	"	"	0	0	0	0
11	2	0	39.3	"	"	1.2	0	1/2	29.82	53	52	51	69	"	"	0	0	0	0
Noon.	2	0	39.3	"	"	1.2	0	1/2	29.79	53	52	51	69	"	"	0	0	0	0

108.0 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, $S 62^{\circ} E$. 150 knots. tenths.

Position at Noon:	Latitude by D. R.	$38^{\circ} 14' N.$
	Longitude by D. R.	$68^{\circ} 09' W.$
	Latitude by observations of \odot	No observation
	Longitude by chronometer from Forenoon Observations of \odot	$66^{\circ} 40' W.$
Position at 8 A. M.	Latitude by D. R.	$38^{\circ} 22' N.$
	Longitude by observation	$66^{\circ} 43' W.$
Position at 8 P. M.	Latitude by D. R.	$37^{\circ} 40' N.$
	Longitude by D. R.	$66^{\circ} 01' W.$

Current during the time, 60 knots tenths per hour, setting to the East

Deviation of the Compass by Azimuth \odot observed at ship's headDeviation of the Compass by Azimuth \odot observed at

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

1200 "

Water remaining on hand fit for use at Noon,

1200 "

Coal consumed during the preceding 24 hours,

1 tons 640 lbs.

Coal remaining on hand at Noon,

105 " 1355 "

P. M.																			
1	2	2		SE.	E. NE.	2.4	2	1	29.78	52	51	50	69	o.e.n.	cum. unit.	0	0	0	0
2	5	0	39.3	SE.	NE. by N.	5.8	6	1	29.76	53	52	51	70	o.e.g.n.	"	0	0	0	0
3	5	4	47.7	"	"	6.8	6	2	29.78	53	52	51	69	o.e.g.	"	0	0	0	0
4	5	5	53.2	"	"	6.8	5	2	29.80	53	52	51	68	b.e.g.	"	2	0	0	0
5	6	0	59.2	"	"	6.8	5	1	29.82	53	52	51	68	o.e.g.	"	0	0	0	0
6	6	9	66.1	"	N. by E.	6.8	5	1	29.84	53	52	51	67	"	"	0	0	0	0
7	6	9	73.0	"	"	8	6	0	29.89	53	52	51	65	o.e.g.d.	"	0	0	0	0
8	3	0	77.3	SE. by S.	"	7.8	6	0	29.94	52	52	50	66	o.e.g.l.	"	0	0	0	0
9	7	9	88.2	"	North	7.8	6	0	29.94	52	51	50	66	"	"	0	0	0	0
10	8	0	96.2	SE.	"	8.9	7	0	29.90	52	50	49	66	"	"	0	0	0	0
11	8	0	10.0	"	"	8.9	8	0	29.99	51	49	48	66	"	"	0	0	0	0
Mid.	2	1	12.1	SE. by S.	"	8.9	9	0	30.00	50	49	48	66	"	"	0	0	0	0

77.0

Commander Louis Kingsley
Saturday, January 19

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Wind variable in force blowing in squalls from West first three hours, falling light and veering to North West hour. Overcast and raining. Under jib, foreail, topsails and lee clew of mainmast until 3.30, then hauled up lee clew. Engineers force after 3.00, overhauling steam braining to stop a loud and almost continuous noise produced by shaft. Distilling with backed fire under boiler A.

Geo. R. Beach

1st Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy. Overcast first and third hours. Light drizzling rain at intervals. Lightning middle part. Gentle to moderate breeze from East to N.E. blowing stiff in occasional squalls. At 4.30 set for topmast staysail. At 5.30 set spanker and at 6.30 set single reefed mainmast. Backed fire under boiler A. Distilling. Wind of water under jib, for topmast staysail, foreail, topsails and single reefed mainmast.

H. Purcell

1st Lieutenant U. S. N.

From 8 A.M. to Noon.

Weather overcast and cloudy, with passing rain squalls. Light air to light breeze from East to E. by N. Barometer falling. Mr. Burke, box, was placed in solitary confinement in double room, for 15 days, with full ration every fifth day in accordance with sentence of a Summary Court Martial. At 9.00 hauled in patent log reading 39.3. At 11 took in the spanker to repair foot rope which was carried away. Ship rolling heavily at times to long swell from S.W. At 12 clock ahead 7 minute interval 11 and 12. Distilling with fire backed under boiler A.

W. B. W. Hittell

1st Lieutenant U. S. N.

From Noon to 4 P.M.

Overcast. Light breeze to moderate gale from E.N.E. to N.E. by N. Barometer rising. At 2.0 clock took in reef in the topsails, double reefed the foreail, hauled down the jib and set storm mizzen. At end of watch under close reefed topsails, double reefed foreail, for topmast staysail and storm mizzen, on canvas S.E. Got up and back for storm staysail. Took aloft pressure brace. Backed fire in boiler A. Distilling.

N. P. Goldman

2nd Engineer U. S. N.

From 4 to 6 P.M.

Wind breeze to moderate gale from N.E. by N. to N. by E. Overcast. Rough sea. Barometer rising. Under same sail as at end of preceding watch. Fire backed under boiler A for distilling.

Geo. R. Beach

1st Lieutenant U. S. N.

From 6 to 8 P.M.

Overcast and cloudy. Lightning. Occasional drizzling rain first hour. Very fresh breeze from N. by E. increasing in squalls to moderate gale. At 7.35 changed course to S.E. by S. Under same sail as in preceding watch. Distilling with fire backed under boiler A. Rough sea.

H. Purcell

1st Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather cloudy. Moderate to stiff gale from North. Barometer rising. At 9.00 took in storm mizzen and changed course to S.E. Rolling heavily to rough sea from North. At 11.40 shipped heavy sea over lee rail, breaking in little shift and carrying away the gig, losing it entirely. Changed course to S.E. by S. Fire backed in boiler A. Distilling.

W. B. W. Hittell

1st Lieutenant U. S. N.

J. B. McIlwain

1st Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Top of Clear Sky in Altitude.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.	77	0													
1	8	0	20.1	SE 1/2 S.	North	8-9	10	0	30.03	50	49	48	66	b.c.g.	can. mist. 6 B.
2	7	9	28.0	SE.	"	8-10	10	0	30.06	49	48	47	66	b.c.g.s.	" 5 "
3	7	6	35.6	"	"	8-10	10	0	30.06	49	48	47	67	"	" 6 "
4	7	6	43.2	SE 1/2 S.	"	8-10	10	0	30.03	49	48	47	67	"	" 7 "
5	8	0	51.2	"	"	8-9	10	1	30.10	49	48	47	67	b.c.g.	" 4 H.
6	7	8	59.0	SE by S.	N by E.	8-9	10	1	30.11	50	48	47	67	"	" 4 "
7	8	1	67.1	"	"	8-9	10	1	30.14	50	48	47	67	b.c.g.p.	" 2 "
8	7	0	74.1	SE 3/4 E.	"	7-9	10	1	30.14	50	49	48	67	b.c.g.	" 2 "
9	7	1	82.2	SE by S.	North	5-8	Roll	0	30.22	51	50	59	66	b.c.g.p.	" 4 "
10	7	1	88.3	"	"	5-8		0	30.24	52	51	50	66	"	" 5 "
11	6	9	95.2	"	"	5-7		0	30.24	53	53	51	66	"	" 5 "
Noon.	6	8	2.0	"	N by E.	4-7	17-35	0	30.24	55	57	54	66	"	" 5 "

166.9 Distance run by Patent Log

Course and distance made good since preceding noon by observations, SE 3/4 S. 200 knots. tenths.

Position at Noon:	Latitude by D. R.	36° 18' N. "
	Longitude by D. R.	64° 14' W. "
	Latitude by observations of ☉	35° 36' N. "
	Longitude by chronometer from Forenoon Observations of ☉	64° 01' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	35° 56' N. "
	Longitude by observation ☉	64° 25' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	35° 09' N. "
	Longitude by D. R. from Noon	63° 08' W. "

Current during the time, 43 knots tenths per hour, setting to the SE 1/2 E.

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at " 0 "

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1500 "

Water remaining on hand fit for use at Noon, 2300 "

Coal consumed during the preceding 24 hours, 1 tons 320 lbs.

Coal remaining on hand at Noon, 104 " 1035 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Leeway.	Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Top of Clear Sky in Altitude.	State of the Sea.
1	3	3	8.5	SE by S.	N. E.	4-5	9	0	30.22	55	56	54	66	b.c.g.p.	can. mist. 0 H.	
2	5	3	14.8	SE.	"	4-6	9	0	30.20	55	55	53	66	"	" 0 "	
3	2	7	21.0	SE by S.	N. N. E.	4-6	10	0	30.20	55	54	52	67	"	" 0 "	
4	3	0	27.0	SE 1/2 E.	"	4-6	10	0	30.18	54	53	50	67	"	" 2 "	
5	6	8	33.8	SE.	"	5-8	10	0	30.20	54	53	51	67	b.c.g.p.	" 3 R.	
6	7	2	41.0	SE by S.	"	5-7	10	0	30.23	53	52	50	67	b.c.g.	" 7 "	
7	6	9	47.9	"	"	5-7	8	1	30.25	53	52	50	67	"	" 8 "	
8	6	6	54.5	"	"	6-8	10	1	30.27	54	53	51	68	"	" 6 "	
9	6	8	63.3	SE 1/2 S.	"	6-8	10	0	30.27	53	53	51	67	b.c.g.p.	" 6 "	
10	5	8	67.1	"	N. E. to N. N. E.	5-7	10	0	30.29	53	53	50	67	"	" 7 "	
11	6	8	73.9	SE 1/2 E.	"	5-7	10	0	30.29	54	53	50	67	"	" 7 "	
Mid.	6	9	80.8	"	"	5-7	10	0	30.29	53	53	51	67	"	" 6 "	

76.8

4-265

under the command of

Commander Louis Kingsley
Sunday, January 20

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Moderate gale to gale from North. Barometer rising. Ship rolling heavily, maximum roll 35°. At end of watch under for topmast staysail, close reefed topsail, and double reefed foresail, on course S.E. by E. Banked fire in boiler A. Distilling.

W. A. Bolaman
Ensign U.S.N.

From 4 to 8 A.M.

Moderate to strong gale, blowing in squalls from North and N. by E. Morning showing better part of watch. Partly clearing. Rainbow showing to N.W. Between 7.30 and 8.00. Heavy sea. Ship rolling deeply at intervals, taking light seas now lee rail. Under for topmast staysail, close reefed fore and main topsails, and double reefed foresail. Distilling with fires banked under boiler A.

W. A. Bolaman
Lieutenant U.S.N.

From 8 A.M. to Noon.

Clear. Moderate to stiff breeze from N. by W. and North, blowing moderate gale in frequent squalls accompanied by rain flurries. At 11.40 shook one reef out of foresail, with this addition under came out as in preceding watch. Rough sea from North. Ship making good weather of it. Maximum roll to windward 17° and to leeward 35°. Course S.E. by E. Distilling using boiler A.

J. Purcell
Lieutenant U.S.N.

From Noon to 4 P.M.

Weather cloudy, clearing overhead. Moderate to fresh breeze in squalls from N.W. to N.N.W. Barometer falling. At 12.30 changed course to S.E. by E. and at 1.00 to S.E. Running off from S.E. by E. to S.E. to favor the sea. Ship rolling heavily to rough sea from N.W. to North. Rigger in the wheel track. Once banked in boiler A for distilling.

W. A. Bolaman
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy to clear, with passing rain squalls. Stiff breeze and heavy squalls from N.W. to N.N.W. Course S.E. and S.E. by E, running off the coast at times to avoid shipping sea. Rough sea from North. Ship rolling deeply at times. No change in sail. Banked fire under boiler A. Distilling.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight.

Cloudy, clearing at times. Stiff to very fresh breeze from N.W. to N.N.W. Barometer steady. Stopped distilling at 12.00 clock. Sea rough. Ship rolling considerably. Banked fire under boiler A. Same sail as in preceding watch.

W. A. Bolaman
Ensign U.S.N.

Examined and found to be correct.

J. B. Moeltre
Lieutenant U.S.N., Navigator

Making passage from Newport R.I. to Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forma of Clouds, by symbols.	Force of Gale, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.	76	8													
1	6	7	87.5	SE. by S.	N. W.	6-7	9	0	30.27	55	53	50	67	b.c.g.	8 R.
2	7	0	94.5	SE.	"	6-7	9	0	30.27	55	54	51	67	"	8 "
3	7	7	1.2	"	N. N. W.	5-7	9	0	30.27	55	54	52	67	"	7 "
4	6	8	8.0	"	"	5-7	9	0	30.28	55	54	52	67	"	7 "
5	6	8	14.9	"	"	4-6	8	0	30.27	55	55	52	67	"	6 R.
6	7	0	21.9	"	"	4-6	8	0	30.28	56	55	52	67	"	4 "
7	6	2	29.5	SE. by E.	N. by W.	4-6	8	0	30.28	56	56	52	67	"	4 "
8	7	5	37.0	"	"	4-6	8	0	30.29	57	57	53	67	"	4 "
9	7	0	44.0	"	N. N. W.	4-6	8	0	30.34	57	57	54	67	"	6 "
10	5	2	49.2	"	"	4-5	6	0	30.36	59	60	56	68	b.c.g.p.	5 "
11	6	5	55.7	"	"	5-6	4	0	30.37	60	61	57	68	b.c.g.	5 "
Noon.	5	6	61.3	"	"	5-6	4	0	30.36	59	60	56	68	b.c.g.p.	4 "

158 2 Distances run by Patent Log.

Course and distance made good since preceding noon by observations, SE. by E. 14 E. 161 knots. tenths.

Position at Noon:	Latitude by D. R.	34° 29' N. "
	Longitude by D. R.	61° 14' W. "
	Latitude by observations of ☉	34° 13' N. "
	Longitude by chronometer from Forenoon Observations of ☉	61° 10' W. "
Position at 3 A. M.	Latitude by D. R. from Noon	34° 23' N. "
	Longitude by observation ☉	61° 37' W. "
Position at 3 P. M.	Latitude by D. R. from Noon	33° 40' N. "
	Longitude by Chronometer from Afternoon observation ☉	61° 04' W. "

Current during the time, 16 knots tenths per hour, setting to the SE. by E.

Deviation of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at

Water expended during the preceding 24 hours,

406 gallons.

Water distilled during the preceding 24 hours,

700 "

Water remaining on hand fit for use at Noon,

2600 "

Coal consumed during the preceding 24 hours,

1 tons 480 lbs.

Coal remaining on hand at Noon,

103 " 555 "

P. M.															
1	5	7	67.0	SE.	N. by N.	4-5	0	0	30.35	59	60	55	67	b.c.	5 R.
2	6	0	73.0	SE.	"	4-5	0	0	30.35	61	62	57	67	"	6 "
3	5	4	78.4	"	"	4	0	0	30.32	61	62	57	67	"	6 "
4	5	3	83.7	"	"	4	0	0	30.33	61	61	56	67	"	5 "
5	5	0	88.7	"	N. N. W.	4-5	0	0	30.35	60	60	56	67	"	5 "
6	4	8	93.5	"	"	4	0	0	30.35	61	59	56	67	"	3 "
7	4	9	98.4	"	"	4	0	0	30.35	61	59	54	67	"	9 "
8	4	4	2.8	"	"	4	0	0	30.35	60	58	54	68	"	9 "
9	4	3	7.1	"	N. W.	4	0	0	30.36	59	58	54	68	"	8 R.
10	4	0	11.1	"	"	3-4	0	0	30.38	59	58	54	68	"	9 "
11	3	4	14.5	"	N. by E.	3-4	0	0	30.36	59	58	53	68	"	9 "
Mid.	2	7	17.2	"	N. by E.	3	0	0	30.36	59	58	53	67	"	9 "

Commander Louis Kingsley
Monday, January 21

1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Stiff to very fresh breeze blowing in squalls, from N.W. and N.N.W. Fair with bright starlight. Haul ree! Under for topmast staysail, else reefed for and main topsails and kites reefed foreail. Ship rolling easily. Bunked fire under boiler 4.

J. R. G. G. G.
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear. Moderate breeze from N.W. and N. by W. Blowing fresh in squalls. Moderate sea. Commenced by 6 p.m. At 5.30 shot m. reef out of foreail, for topsails and two reefs out of main topsail. At end of watch under foreail, double reefed for topsail, single reefed main topsail and for topmast staysail. Bunked fire under boiler 4.

J. R. G. G. G.
Lieutenant U.S.N.

From 8 A.M. to Noon.

Weather fair, with passing rain squalls. Moderate to fresh breeze from N.W. Barometer rising. At 9.30 started distiller. Wind and sea moderating, but heavy rollers coming in every few minutes. Ship under sail alone at end of last watch. Temperature of magazine 59° 59° fahrenheit. Bunked fire under boiler 4.

W. R. G. G. G.
Lieutenant U.S.N.

From Noon to 4 P.M.

Generally clear and pleasant. Stiff and moderate breeze from N.W. by N. Commenced by 10 clock, when it came to S.E. (p.m.) Rough to moderate sea from the Northward. At 1.30 clock m. reef in for topsail, and at 3.15 clock m. all reefs in topsails leaving ship under topsails foreail, and for topmast staysail. At 2.00 sighted brigantine in starboard bow, standing to S.W., and at end of watch out of sight in port bow. Ship rolling deeply at times. Bunked fire under boiler 4. Distilling.

R. D. G. G. G.
Ensign U.S.N.

From 4 to 6 P.M.

Partly cloudy and pleasant. Stiff to moderate breeze from N.W. by N. Barometer steady. Under plain sail to topsails, except mainmast and sprakes, on course S.E. Distilling with bunked fire in boiler 4.

N. G. G. G. G.
Ensign U.S.N.

From 6 to 8 P.M.

Moderate breeze from N.W. Clear and pleasant. Under for topmast staysail, topsails and foreail. Stopped distilling at 7.40 and allowed fire to die out.

J. R. G. G. G.
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Breeze to moderate breeze from N.W. to N.N.W. Commenced by 8 p.m. Under same sail as in preceding watch. Long uneven swell from N.W.

J. R. G. G. G.
Lieutenant U.S.N.

Examined and found to be correct.

J. B. M. G. G.
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R. I. to Barbados, W. I.

				WIND.				BAROMETER.		TEMPERATURE.						
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Name of Cloud, Sky, in full.
A. M.	5 3	9														
1	1	5	18.6	S. E.	N. E.	1-2	0	0	30.35	60	59	54	67	b. c.	cum. mist.	9
2	4	0	21.9	"	West	3-4	0	0	30.33	60	59	54	67	"	"	8
3	4	5	26.4	"	"	3-4	0	0	30.33	60	59	54	67	"	"	8
4	4	2	30.6	"	N. E.	3-4	0	0	30.31	60	60	55	67	"	"	9
5	4	4	35.0	"	"	3-4	0	1	30.27	61	60	55	67	"	"	4
6	4	8	39.8	S. E. by S.	S. E.	3-4	0	1	30.24	62	61	56	67	"	"	3
7	5	3	45.1	"	"	4	0	1	30.25	62	61	56	67	"	"	4
8	6	5	51.2	S. E. 1/2 S.	"	5	0	1	30.26	62	61	56	67	"	cum. mist.	3
9	5	9	57.1	S. E. by S.	"	5	0	1/2	30.28	64	64	58	68	"	"	3
10	6	6	63.7	S. E. 1/2 S.	"	5	0	3/4	30.26	65	67	58	67	"	"	5
11	6	4	70.1	S. E. by S.	"	5	0	1/2	30.27	66	66	60	68	"	"	3
Noon.	7	0	77.1	S. E.	"	6	0	1/2	30.23	66	65	62	67	"	"	2

117.0 Distance run by Patent Log

Course and distance made good since preceding noon by observations, S. E. 3/4 E. 12.8 knots. tenths.

Position at Noon:	Latitude by D. R.	32° 50' N. "
	Longitude by D. R.	59° 36' W. "
	Latitude by observations of ☉	32° 27' N. "
	Longitude by chronometer from Forenoon Observations of ☉	59° 51' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	32° 41' N. "
	Longitude by observation	60° 18' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	31° 55' N. "
	Longitude by Chronometer from Afternoon observation	59° 01' W. "

Current during the time, 27 knots tenths per hour, setting to the S. E. by S.

Deviation of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 600 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, tons 1440 lbs.

Coal remaining on hand at Noon, 102 " 1355 "

P. M.																	
1	7	3	84.4	S E 1/2 S.	S E.	5	4	0	30.20	65	65	59	68	b.c.	cum. mist.	1	90
2	7	8	92.2	"	"	5	4	0	30.19	65	65	59	68	"	"	3	-
3	8	0	100.2	"	"	5	4	0	30.19	66	66	60	68	"	"	4	-
4	7	9	108.1	"	S E. by S.	5-6	4	0	30.19	66	66	61	68	b.c.g.	"	4	-
5	5	3	13.4	S E 1/2 E.	"	5-7	4	1	30.19	66	65	60	68	"	"	4	-
6	5	5	18.9	S E. by S.	"	5-7	4	1	30.19	66	66	61	68	"	"	7	-
7	5	5	24.4	S E 1/2 S.	S E.	5-7	4	1	30.19	66	66	61	68	"	cum.	7	-
8	5	5	29.9	"	"	5-7	4	1	30.18	66	66	61	68	"	"	7	-
9	5	2	35.1	S E. by S.	S E. by S.	5-6	4	1/2	30.20	67	67	62	67	b.c.g.p.	cum. mist.	5	-
10	5	1	40.2	"	"	5-6	4	1/2	30.20	67	67	62	67	"	"	5	-
11	4	8	45.0	"	"	5-6	4	1/2	30.20	67	67	63	67	"	"	6	-
Mid.	5	0	50.0	"	"	5-7	4	0	30.18	67	67	63	67	"	"	7	-

72.9

4-280

Commander Louis Kingsley
Tuesday, January 22.

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Light air to gentle breeze from N.W. to N.E. On course F.F.G. (p.c.) At 1.15 set jib and mainail. Long swell from the N.W. At 3.15 sighted a steamer in port bow, standing to N.W. and which passed within a mile.

R.D. Fiske
Ensign U.S.N.

From 4 to 8 A.M.

Partly cloudy and pleasant. Gentle to stiff breeze from N.E. to E. Barometer variable. Under same sail as in preceding watch, by the wind on starboard tack, heading S.E. 1/2 S. Course F.F.G.

N. A. Coleman
Ensign U.S.N.

From 8 A.M. to Noon.

Stiff to fresh breeze from E. Partly cloudy and pleasant. Mustered crew at quarters at 10.00, turned in new clothes and rubber boots, and instructed apprentices in duties at fire quarters; 2nd period instructed apprentices in sails and spars. Tied floor cocks and found them in working order. Aired after magazine. Haulst storm sails and set spinnaker. At end of watch on starboard tack, under fore topmast staysail and main sail to topsails, except a single reef in mainail. Apprentices at the wheel. Temperature of magazine 62° 61° forward, 62° 62° aft.

J. R. Beach
Lieutenant U.S.N.

From Noon to 4 P.M.

Cloudy to clear. Stiff breeze from E. and E. by N., increasing to fresh breeze in squalls last hour. Course F.F.G. (p.c.) At 3.40 called all hands reef topsails. Engaged in reefing at end of watch. On starboard tack during watch with yards braced in about a point. Moderate sea. Exercised and instructed starboard watch of apprentices from 1.15 to 3.40 P.M. in seamanship, gunnery and gymnastics. Apprentices at the wheel.

H. Russell
Lieutenant U.S.N.

From 4 to 6 P.M.

Clear and pleasant. Stiff to very fresh breeze in squalls from E. by N. Completed reefing topsails and foreails and took in spinnaker at 4.10. Steering by the wind, on starboard tack. Moderate sea from E. Barometer steady.

R.D. Fiske
Ensign U.S.N.

From 6 to 8 P.M.

Partly cloudy and pleasant. Stiff to very fresh breeze from E. Barometer falling. At end of watch under double reefed topsails, fore topmast staysail and foreail, heading S.E. 1/2 S. Course F.F.G.

N. A. Coleman
Ensign U.S.N.

From 8 P.M. to Midnight.

Stiff to very fresh breeze from E. by N. Fair and pleasant. Bright starlight. On starboard tack under fore topmast staysail, double reefed topsails, and single reefed foreail.

J. R. Beach
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Newport R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	72	0																
1	5	1	58.1	SE by E	SE by N		5.7	5	0	30.19	67	67	63	68	b.c.g.	cum. nimb.	7	M.
2	4	8	59.9	"	"		5.7	5	0	30.17	67	67	63	68	"	"	4	"
3	3	5	65.6	SE by E	"		5.7	5	0	30.15	67	67	62	68	"	"	5	"
4	6	9	72.5	"	"		5.7	5	0	30.13	67	67	63	68	"	"	4	R
5	6	4	78.9	"	"		5.7	5	1	30.13	67	67	63	68	"	"	7	M.
6	5	7	84.6	SE 1/2 E	"		5.6	5	1	30.13	67	68	64	68	"	"	3	"
7	5	8	90.4	SE by E	SE.		5.6	5	1	30.12	67	67	63	69	"	cir. cum.	5	"
8	5	5	93.2	"	"		5.6	5	1	30.13	67	68	64	69	"	"	4	"
9	5	5	97.0	"	SE by E		5.7	5	1	30.17	69	69	65	68	"	"	5	"
10	5	5	2.5	"	"		5.7	5	1	30.19	68	69	66	68	"	"	6	"
11	5	3	7.8	"	"		6.7	5	1	30.19	69	70	66	68	"	"	5	"
Noon.	6	0	13.8	"	"		8	5	1	30.16	69	69	66	68	"	"	6	"

141.1 Distance run by Patent Log

Course and distance made good since preceding noon by observations, SE by E 1/2 E. 149 knots. tenths.

Position at Noon:	Latitude by D. R.	31° 19' N. "
	Longitude by D. R.	57° 31' W. "
	Latitude by observations of ☉	31° 17' N. "
	Longitude by chronometer from Forenoon Observations of ☉	57° 18' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	31° 22' N. "
	Longitude by observation ☉	57° 43' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	31° 19' N. "
	Longitude by D. R. from Noon	57° 03' W. "

Current during the time, 11 knots tenths per hour, setting to the E. by S.

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at " 0 " "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2200 "

Coal consumed during the preceding 24 hours, tons 1440 lbs.

Coal remaining on hand at Noon, 102 " 1355 "

P. M.	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
1	5	7	20.5	SE by E	SE	7.8	5	1	30.13	69	70	67	68	b.c.g.	cir. cum.	7	R B
2	2	5	22.5	SE	"	7.8	5	8	30.13	69	70	67	68	"	"	5	"
3	1	0	"	"	"	8	5	8	30.14	69	70	67	68	"	"	1	"
4	1	0	"	"	"	8	5	8	30.16	69	69	66	67	"	nimb.	0	"
5	1	0	"	SE by E	SE by N	7.8	5	8	30.17	68	68	66	68	"	cir. cum.	1	"
6	1	0	"	"	"	6.8	5	8	30.20	68	68	66	68	"	stack. nimb.	1	"
7	0	5	"	SE E	"	6.8	5	8	30.21	68	68	66	68	b.c.g. l.	cum. nimb.	1	"
8	0	5	"	"	"	6.8	5	8	30.26	68	68	66	68	o.c.g. l.	nimb.	0	"
9	1	0	"	"	"	6.8	5	8	30.25	63	63	63	68	"	"	0	"
10	1	0	"	"	"	6.8	5	8	31.22	64	64	63	68	b.c.g.	cum. nimb.	3	"
11	1	0	"	"	N. by N.	6.8	5	8	30.23	66	66	64	68	"	"	4	"
Mid.	0	5	"	"	N. by E	6.5	5	8	30.20	66	66	65	68	"	"	2	"

16.7

under the command of

Commander Louis Kingsley
Wednesday, January 23

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Stiff breeze from S.W. by N. blowing very fresh in squalls. Under S.E. Under same sail as in preceding watch. At 2.30 ran off to S.E. by E. p.c. in account of increasing heavy sea. Apprentices at the wheel.

From 4 to 8 A.M.

Partly clear. Stiff and fresh breezes from S.W. by N. and S.W. in squalls. Moderate S.W. by sea. Come by the wind on starboard tack, running off from 1 to 2 points in account of sea. No change in sail. Ship rolling easily.

From 8 A.M. to Noon

Cloudy but pleasant. Stiff breeze to moderate gale from S.W. by S. Barometer variable. Under double reefed topsail, fore topsail stay-sail and single reefed fore-sail, heading S.E. by E. Come S.E. Temperature of magazines 62°-62° forward, 60°-64° aft.

From Noon to 4 P.M.

Very fresh breeze increasing to moderate gale from S.W. Fair fresh pack, mcast back bow. Rough irregular sea. At 1.15, called all hands took in and fished for topsail stay-sail, topsail and fore-sail. Let fore of main topsail and storm mizzen. During remainder of watch lying to on starboard tack drifting to S.E. Bent for storm stay-sail. Ship rolling at intervals deeply but easily, and heading from S.W. to S.E. by E. Hauled in petrol log at 1.20, reading 22.2. Apprentices overhauling clothing and running on watch marks.

From 4 to 6 P.M.

Cloudy. Fresh to very fresh wind from S.W. by N. blowing a moderate gale in squalls. Rough broken sea. Laying to under main topsail, storm mizzen and mizzen storm stay-sail (latter bent at 4.30).

From 6 to 8 P.M.

Cloudy to overcast. Fresh breezes to moderate gale in squalls from S.W. Rain squalls. Lightning from S.W. to N.E. through North. Rough sea. Ship rolling heavily at times. No change in sail. Laying to on starboard tack.

From 8 P.M. to Midnight

Overcast and raining fresh pack. Clearing toward latter part. Moderate gale to stiff breeze from S.W. by N. to N. by S. Barometer falling. Under same sail as preceding watch, except head of main topsail, lying to, heading come S.E. At 9 o'clock hauled down head of main topsail.

Examined and found to be correct.

J. B. McIlhon,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*

Third Rate,

Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Wind, by symbols.	Direction of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Air, 7 fms.	Air, 10 fms.	Air, 20 fms.				
A. M.	16	7																	
1	0	8	Hauled in	SSE.	N. N. W.	5	5	30.21	66	67	65	68	0			cum. cir.	0	0	0
2	0	8	"	"	"	4	4	30.20	65	66	65	67	0	g.		"	0	"	"
3	0	5	"	"	"	3	4	30.20	64	65	64	67	0			"	0	"	"
4	0	5	"	"	"	3	4	30.22	66	65	65	67	0			"	8	"	"
5	0	5	"	S by E.	West.	3	4	30.20	66	66	65	67	"			cum. str.	7	"	"
6	1	5	"	SSE. by S.	"	3	4	30.21	66	66	65	67	"			"	8	"	"
7	1	0	"	SSE.	"	2	3	30.22	66	65	64	68	"			"	8	"	"
8	0	7	"	"	"	2	3	30.25	67	66	65	68	"			"	3	"	"
9	0	5	"	"	"	0-1	0	30.30	68	66	65	69	"			cir. cum.	5	2 S. S. S.	"
10	0	5	"	"	"	0-1	0	30.33	68	66	65	69	"			cum.	3	"	"
11	0	7	"	"	"	0-1	0	30.34	68	66	65	69	"			cir. cum.	5	"	"
Noon.	—	—		Clearing ship	"	0-1	0	30.34	68	66	65	69	"			"	7	"	"

25. 7 Distance run by Log

Course and distance made good since preceding noon by observations, $E. \frac{1}{4} S.$

25 knots. tenths.

Position at Noon: Latitude by D. R. $31^{\circ} 22' N.$
 Longitude by D. R. $56^{\circ} 51' W.$
 Latitude by observations of \odot $31^{\circ} 15' N.$
 Longitude by chronometer from Forenoon Observations of \odot $56^{\circ} 47' W.$

Position at 8 A. M. Latitude by $S. R.$ from Noon $31^{\circ} 16' N.$
 Longitude by observation $56^{\circ} 49' W.$
 Position at 8 P. M. Latitude by $S. R.$ from Noon $31^{\circ} 05' N.$
 Longitude by $Chronometer$ from Afternoon observations $56^{\circ} 41' W.$

Current during the time, 8 knots tenths per hour, setting to the $SSE. \frac{1}{4} E.$ Deviation of the Compass by Azimuth \odot observed at ship's headDeviation of the Compass by Azimuth \odot observed at

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.	Force.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Air, 7 fms.	Air, 10 fms.	Air, 20 fms.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Wind, by symbols.	Direction of the Sea.
1	—	—	Hauled in	Clearing ship.	N. N. W.	1	0	0	30.26	69	68	65	69	b. c.		cir. cum.	7	S.	"
2	1	8	"	SSE.	"	2-3	0	0	30.26	69	71	67	69	"		"	8	"	"
3	2	0	"	"	N. N. W.	2-3	0	0	30.26	69	70	66	69	"		"	9	"	"
4	2	0	"	"	"	2-3	0	0	30.27	68	70	66	69	"		"	9	"	"
5	1	5	"	"	"	2	0	0	30.28	68	68	65	68	"		"	8	"	"
6	0	7	"	"	"	2	0	0	30.28	68	68	64	68	"		"	9	"	"
7	0	6	"	"	N. N. W.	2	0	0	30.28	67	68	64	67	"		"	9	"	"
8	0	6	"	"	"	2	0	0	30.30	67	67	64	68	"		"	8	"	"
9	0	3	"	"	"	0-1	0	0	30.33	67	67	64	68	b.		cum.	10	"	"
10	0	5	"	"	"	0-1	0	0	30.34	67	67	64	68	"		"	10	"	"
11	0	5	"	"	"	0-1	0	0	30.33	67	67	64	68	b. c.		cum.	9	"	"
Mid.	0	3	"	"	"	0-1	0	0	30.33	67	67	64	68	b.		"	10	"	"

under the command of

Commander Louis Kingsley
Thursday, January 24

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Stiff to gentle breeze from N.W. Overcast until last hour, then clearing weather. Heavy rain shower about 2.00. Sea moderating. Lying to on starboard tack, under storm rigged, mizzen storm staysail, and foot of main topsail, heading about S.E.

Geo. R. Beach,
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair to clear. Light to gentle breeze from West. From 5 to 6 o'clock, brood sail, short out reef of topsails and foresail. At end of watch under plain sail to topsails, with single reef in mainsail. At 6 A.M. took in main topsail, kept storm sails hoisted to dry. Heavy irregular sea. Commenced S.E. p.v. Apprentices at the wheel.

H. Purcell
Lieutenant U.S.N.

From 8 A.M. to Noon

Fair and pleasant. Light westerly air. Commenced S.E. (p.v.) Barely steadyway. At 9.30 quarters for muster and inspection, and carried apprentices per routine. At 11.35 hour to, attempted to pick up a hammock dropped on board, filled away at 11.45 and then proceeded to wear ship, at 12 o'clock heading North, yards braced sharp up on port tack, kept mainsail hauled up, set spraker. Smooth sea, but moderate swell from S.W. Temperature of magazines 62° 65° forward, 66° 66° aft.

R. D. Tisdale
Ensign U.S.N.

From Noon to 4 P.M.

Partly cloudy and pleasant. Light air to gentle breeze from N.W. to N.E. Barometer steady. Crew scrubbed hammocks, boys scrubbed clothes. Took relieving tackle off boat. At 12.30 wore ship from heading N. N.E. to S.E. and took in spraker. At end of watch under jib, for topmast staysail, foresail and topsails, on comm. S.E. Apprentices at wheel.

N. F. Coleman
Ensign U.S.N.

From 4 to 6 P.M.

Light breeze from N.W. Clear and pleasant. At 5.40 called all hands and took a single reef in the topsails. At end of watch on comm. S.E., under jib, for topmast staysail, foresail and single reefed topsails. Employed P. Ross (P.M.), for the night in continuation of gunnery drill.

Geo. R. Beach
Lieutenant U.S.N.

From 6 to 8 P.M.

Clear. Light breeze from N.W. Under same sail as in preceding watch. Commenced S.E. (p.v.) Apprentices at the wheel.

H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Mid.

Generally cloudless. Pleasant. Calm and light air from N.W. Commenced S.E. Smooth sea. Long swell from N.W. No change in sail.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

J. B. Melton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex.

Third Rate,

Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	10	8																	
1	0	5	Hauled in.	S. E.	N. N. W.	1	0	0	30.35	67	66	63	68	b.	none	10	8		
2	0	5	"	"	N. E.	1	0	0	30.35	67	66	63	68	b.c.	cir. cum.	9	"		
3	0	5	"	"	North	1	0	0	30.34	67	66	63	68	"	"	9	"		
4	0	5	"	"	N. N. W.	1	0	0	30.34	66	65	63	68	"	"	9	"		
5	0	5	"	"	"	1	0	0	30.34	66	65	63	69	"	"	9	"	L.	
6	0	5	"	"	"	1	0	0	30.34	67	66	63	69	"	cir. cum.	8	"		
7	0	5	"	"	North	1	0	0	30.36	68	66	63	69	"	"	8	"		
8	0	5	"	"	"	1	0	0	30.39	69	66	64	69	"	"	7	"		
9	1	3	"	"	N. E.	2	0	0	30.45	69	67	64	69	"	"	4	"		
10	1	3	"	"	"	2	0	0	30.44	69	68	65	69	"	"	4	"		
11	1	2	"	"	"	2	0	0	30.42	70	69	66	69	"	"	3	"		
Noon.	0	9	"	"	"	1	0	0	30.40	70	69	66	69	"	"	2	"		

19.5 Distance run by Log.

Course and distance made good since preceding noon by observations, S. E. $\frac{3}{4}$ E 20 knots. tenths.

Position at Noon: Latitude by D. R. 30° 56' N. "

Longitude by D. R. 56° 33' W. "

Latitude by observations of ☉ 30° 54' N. "

Longitude by chronometer from Forenoon Observations of ☉ 56° 33' W. "

Position at 8 A. M. Latitude by D. R. from Noon 30° 58' N. "

Longitude by observation 56° 36' W. "

Position at 8 P. M. Latitude by D. R. from Noon 30° 49' N. "

Longitude by Chronometer from Afternoon Observation 56° 29' W. "

Current during the time, 2 knots tenths per hour, setting to the South

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head S. E. $\frac{1}{2}$ E. 11° 23' W.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., " 1° 12' W. " Dev. used 12° 20' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1400 "

Coal consumed during the preceding 24 hours, tons 640 lbs.

Coal remaining on hand at Noon, 101 " 875 "

P. M.																		
1	1	2	Hauled in.	S. E.	N. N. E.	1	0	0	30.41	69	68	66	70	b.c.	cir. cum. cir. cum. scent.	1	L	
2	1	0	"	"	"	1	0	0	30.42	69	68	66	70	"	"	3	"	
3	0	8	"	"	"	1	0	0	30.42	69	68	66	70	"	"	2	"	
4	0	9	"	"	"	1	0	0	30.44	68	68	66	69	"	"	2	"	
5	0	5	"	"	North	1	0	0	30.43	68	68	66	69	"	"	2	S	
6	0	3	"	"	"	0	1	0	30.43	68	67	66	69	"	"	3	"	
7	0	6	"	"	N. N. W.	1	0	0	30.44	68	67	66	69	"	"	3	"	
8	0	8	"	"	"	1	0	0	30.44	68	67	66	69	b.c.p.	"	4	"	
9	2	5	"	"	N. N. E.	3	0	0	30.44	67	67	66	68	b.c.	"	8	"	
10	2	3	"	"	"	3	0	0	30.44	67	67	66	68	"	"	7	"	
11	2	2	"	"	N. E.	3	0	0	30.44	67	67	66	68	"	"	8	"	
Mid.	2	2	"	"	"	3	0	0	30.43	67	67	65	68	"	"	8	"	

Commander Louis Kingsley
Friday, January 25

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Bright starlight. Light variable air from N. N. W. to North. Barometer falling slightly. At end of watch under for topmast staysail, jib foresail and single reefed topsails, on corner S. F. E. Ship back under steersway during watch. Apprentices at wheel.

N. A. Coleman
2nd Ensign U. S. N.

From 4 to 8 A.M.

Light air from N. N. W. and North. Fair and pleasant. Long swell from N. N. W. Short reef out of topsails at 5.10. At end of watch on corner S. F. E. under jib topsails and foresail. Hauled down for topmast staysail at 5.10. Released P. Roe, (S. M. N.), from confinement. Apprentices at the wheel.

P. R. O'Connell
2nd Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy to clear. Light air and breeze from N. E. At 9.30 mustered at quarters for inspection. Exercised at casting, lower and ponding. Divisions reported second time as follows: Forward Gunner, 1 min: 30 sec; After Gunner Div. 2 min: 15 sec; Navigator Div. 2 min: 45 sec; 1st Div. 3 min: 5 sec; 2nd Div. 3 min: 30 sec; 3rd Div. 3 min: 30 sec. After quarters stationed and instructed apprentices in sending up and down light yards. Crossed light yards and brist gear, threw out light sails, except flying jib. At end of watch under jib and all square sails except mainmast. Corner S. F. E. (S. P. E.) Apprentices at the wheel. Temperature of magazine 66° 66° forward, 68° 69° aft.

J. H. Purcell
2nd Lieutenant U. S. N.

From Noon to 4 P.M.

Weather cloudy, but mild and pleasant, with light air from N. E. Barometer rising. Ship under all plain sail to royals, except flying jib, mainmast and sprouts. Steaming a course.

W. B. Whitley
2nd Lieutenant U. S. N.

From 4 to 8 P.M.

Generally fair and pleasant. Calm and light air from N. E. to N. N. W. Corner S. F. E. (S. P. E.) At 5.30 called "all hands reef topsails" and exercised crew; furlled royals and topgallant sails, single reefed topsails, hauled up foresail, leaving the ship under single reefed topsails and jib. Smooth sea. Light rain equally during last hour. Special Board of Inquiry of which Pl. Surgeon H. B. Ditt U. S. N. was senior member, met and condemned five boxes of bread, which were thrown on board by order of Commanding Officer.

R. D. S. Hall Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Gentle breeze from N. E. to N. E. Barometer steady. Under jib, foresail and single reefed topsails, on corner S. F. E. Apprentices at the wheel.

N. A. Coleman
2nd Ensign U. S. N.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R.I. to Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	15	0															
1	2	2	22.2	SSE.	NE.	3	4	0	30.42	66	66	64	69	b.c.	cum. nimb.	8	S
2	2	8	23.8	"	"	3	4	0	30.43	66	66	64	69	"	cir. cum. nimb.	8	"
3	4	0	27.3	"	"	4	5	0	30.45	66	66	64	69	"	cum. nimb.	7	"
4	4	6	31.9	"	"	4	5	0	30.47	66	66	64	69	"	"	8	"
5	4	3	36.2	"	ENE.	3	5	0	30.45	66	66	65	69	"	"	7	"
6	4	8	41.0	"	"	3	5	0	30.46	67	66	65	69	"	"	7	"
7	5	7	46.7	"	"	4	5	0	30.46	67	67	65	69	"	cir. cum.	7	"
8	6	1	52.8	"	E. by N.	4	5	0	30.49	67	67	65	69	"	"	7	"
9	5	5	58.3	"	"	4	5	0	30.50	68	67	64	69	"	"	7	"
10	5	3	63.6	SE.	NE. by E.	4	5	1	30.51	68	66	63	70	"	"	7	"
11	4	7	68.3	SE. by S	"	3	5	1	30.53	68	66	63	70	"	"	7	"
Noon.	4	0	72.3	SE. 1/2 S	"	3	5	1	30.58	67	67	64	70	"	"	7	"

69.3 Distance run by Log

Course and distance made good since preceding noon by observations, SE 7 1/8 S.

66 knots. tenths.

Position at Noon: Latitude by D. R. 29° 58' N. "

Longitude by D. R. 55° 46' W. "

Latitude by observations of ☉ 29° 59' N. "

Longitude by chronometer from Forenoon Observations of ☉ 55° 53' W. "

Position at 8 A. M. Latitude by D. R. from Noon 30° 14' N. "

Longitude by observation 56° 07' W. "

Position at 8 P. M. Latitude by D. R. from Noon 29° 31' N. "

Longitude by chronometer from Afternoon observation 55° 26' W. "

Current during the time, knots tenths per hour, setting to the

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head SSE.

Deviation of the Compass by Azimuth ☉ observed at 8 P. M., " SSE.

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

950 "

Coal consumed during the preceding 24 hours,

tons — lbs.

Coal remaining on hand at Noon,

101 " 875 "

P. M.																	
1	4	2	76.5	SE. 1/4 S	NE. by E.	3	4	1	30.49	68	70	67	69	b.c.	cir. cum.	7	S
2	4	3	80.8	SE. 1/2 S	"	3	4	1	30.49	68	72	67	69	"	"	7	"
3	4	6	85.4	SE.	"	3	4	1	30.49	68	71	67	69	"	"	7	"
4	4	8	90.2	"	"	3	4	1	30.49	67	70	66	69	"	"	8	"
5	4	7	94.9	SE. by S	ENE.	4	4	1	30.48	67	69	65	68	"	"	8	"
6	4	3	99.2	SE.	E. by N.	4	5	1	30.50	67	68	65	68	"	"	7	"
7	4	1	3.3	"	"	4	5	1	30.50	67	67	63	68	"	"	7	"
8	4	0	7.3	"	"	4	5	1	30.53	67	67	63	68	"	"	7	"
9	3	8	10.8	SE. by S	ENE.	4	5	1	30.52	67	67	63	68	"	"	8	"
10	3	1	13.9	"	"	3	5	1	30.52	67	67	63	68	"	"	7	"
11	3	3	17.2	SE. 1/2 E.	"	3	4	1	30.51	67	66	62	68	"	"	7	"
Mid.	3	0	20.2	"	"	3	4	1	30.51	67	66	62	68	"	"	7	"

under the command of

Commander Louis Kingsley
Saturday, January 26

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle to moderate breeze from N.E. Fair and pleasant. Smooth sea. Bright starlight. Set the mainsail at 2.15. Put on patent log at 1.00, reading 22.2. At end of watch on course S. S.E. under jib, foresail, single reefed mainsail and single reefed topsails. Apprentices at the wheel.

Geo. R. Beak
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear. Gentle to moderate breeze from E. N.E. and E. by N. At 5.30 made plain sail to royals, with single reef in mainsail. Course S. S.E. (joc). Apprentices at the wheel.

J. Purcell
Lieutenant U.S.N.

From 8 A.M. to Noon.

Weather clear and pleasant. Moderate to gentle breeze from E. by N. to N.E. by E. Barometer steady. At 9.00 sick took in the royals and came by the wind. Steering full and by remainder of watch. Apprentices at the wheel. Temperature of magazines 68° 68° forward, 68° 69° aft.

W. B. Whittier
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from N.E. by E. Steering by the wind on port tack. Plain sail to topgallant sails and flying jib. Special Board of Inquiry of which O. A. Lugin, H. B. Pitts U.S.N., was senior member, condemned 6 Boatswain, which were then ordered by order of the Commanding Officer. Smooth sea.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Moderate breeze from E. S.E. to E. by N. Barometer rising. At 5.40 called all hands. Reef topsails; furlled topgallant sails, stowed flying jib and took a single reef in the topsails. Pumped out bilges. At end of watch under jib, courses, and single reefed topsails, by the wind on port tack, heading S. S.E. Course S.E. Apprentices at wheel.

N. A. Coleman
Ensign U.S.N.

From 8 P.M. to Mid.

Moderate to gentle breeze from E. N.E. Fair and pleasant. Smooth sea. Bright starlight. Blue hauled on port tack, under jib, for topmast staysail, spanker, foresail, single reefed topsails and single reefed mainsail. Apprentices at the wheel.

Geo. R. Beak
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McEllen
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex Third Rate,
Making passage from Newport R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Force & Direction of Wind, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.	49	2														
1	1	2	21.4	SE. 1/4 S.	E. N. E.	2.3	3	1	30.51	66	66	62	67	b.c.	curr	9 S.
2	1	2	22.0	SE. 1/2 S.	N. E. by E.	2.3	3	1	30.50	66	65	62	67	"	"	8 "
3	1	5	Hand in	SE.	N. E.	2.3	2	1/2	30.49	66	65	61	67	"	cir. cum.	7 "
4	1	6	"	"	"	2.3	2	1/2	30.48	66	65	61	67	"	"	6 "
5	1	2	"	"	E. N. E.	1.2	0	1	30.46	65	65	61	67	"	stat.	9 "
6	1	3	"	SE. by S.	E. by N.	1.2	0	1	30.46	65	65	61	67	"	"	9 "
7	1	5	"	"	"	1.2	0	1	30.47	65	65	61	68	"	"	9 "
8	1	7	"	"	N. E. by E.	1.2	0	1	30.47	65	65	61	68	"	"	9 "
9	0	1	"	"	"	1	0	1	30.50	67	66	62	69	"	"	9 "
10	1	0	"	SE. 1/4 S.	N. E.	1	0	1	30.51	67	66	62	68	"	cir. stat.	9 "
11	0	5	"	SE. by S.	N. E. by E.	1	0	1	30.50	67	66	62	68	"	cir. cum.	9 "
Noon.	0	3	"	"	"	0-1	0	1	30.48	68	66	61	69	"	"	9 "

61.3 Distance run by Log.

Course and distance made good since preceding noon by observations, SE. 3/4 S.

61 knots. tenths.

Position at Noon: { Latitude by D. R. 29° 09' N. "
 Longitude by D. R. 55° 01' W. "
 Latitude by observations of ☉ 29° 08' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 55° 09' W. "

Position at 8 A. M. { Latitude by D. R. from Noon 29° 10' N. "
 Longitude by observation 55° 11' W. "
 Position at 8 P. M. { Latitude by D. R. from Noon 29° 05' N. "
 Longitude by Chronometer from Afternoon Observations 55° 04' W. "

Current during the time, 5 knots tenths per hour, setting to the E. by S.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head SE. by S.

Deviation of the Compass by Azimuth ☉ observed at 8 P. M., " 1° 30' E. " Obs. used 12° 00' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 550 "

Coal consumed during the preceding 24 hours, tons 640 lbs.

Coal remaining on hand at Noon, 101 " 235 "

P. M.																	
1	1	0	Hand in	S.E. by S.	N.E. by E.	1	0	1	30.44	68	69	63	69	b.c.	cir. cum.	9	S
2	0	5	"	"	"	1	0	1	30.42	67	71	65	64	"	"	9	"
3	0	5	"	S.E.	North	1	0	0	30.42	67	70	64	69	"	"	4	"
4	0	5	"	"	N. N. W.	1	0	0	30.42	67	69	63	69	"	"	9	"
5	1	2	"	E. S.E.	North	1	0	0	30.41	66	68	63	69	"	"	6	"
6	1	0	"	"	"	1	0	0	30.41	66	67	62	69	"	cir. stat.	8	"
7	0	1	"	"	"	1	0	0	30.42	66	66	62	69	"	"	8	"
8	0	5	"	"	"	1	0	0	30.43	66	66	63	68	"	"	8	"
9	0	6	"	"	"	1.2	0	0	30.43	67	66	62	68	b.	none	10	"
10	1	0	"	"	"	1.2	0	0	30.44	66	66	62	68	"	"	10	"
11	1	2	"	"	"	2	0	0	30.44	66	65	62	68	"	"	10	"
Mid.	1	5	"	"	"	2	0	0	30.44	66	65	62	68	"	"	10	"

under the command of

Commander Louis Kingsley
Sunday, January 27

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Light to gentle breeze from E. N.E. to N.E. Under same sail as in preceding watch. Lower F.G. (p). At 2 A.M. hoisted in patent log, registering 22 kts. Apprentices at the wheel.

H. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather clear and pleasant. Light air to light breeze from N.E. to E. by S. Barometer steady. At 6 o'clock made sail to topgallant sail, except single reef in mainsail. Steaming a course until 6.00, then full and by till end of watch.

W. S. Whitley
Lieutenant U.S.N.

From 8 A.M. to Noon.

Generally cloudless and pleasant. Calm and light air from N.E. by E. By the wind on port tack. At 9.30 quarter for muster and divisional inspection, and at 9.40 the Commanding Officer inspected ship and crew at quarter. Commanding Officer held Divine Service at 10.20. At 11. took in spars. Smooth sea, long swell from the N. Temperature of magazines, 68° 68° forward, 69° 69° aft.

R. D. Fisdale
Ensign U.S.N.

From Noon. to 4 P.M.

Clear and pleasant. Light air from N.E. by E. to S. S.W. Barometer falling. At 3.50 changed course to E. F.G. At 3.30 took in main trysail. At end of watch under plain sail to topgallant sail, except spars and single reef in the mainsail, on course E. F.G., barely under studdingway. Apprentices at the wheel.

N. P. Bolman
Ensign U.S.N.

From 4 to 8 P.M.

Light air from North. Fair and pleasant. Smooth sea. Took in topgallant sail at 5.50, the mainsail at 6.50 and the fore topmast staysail at 7.50. At end of watch on course E. F.G. few Standards under jib, foreail and topsails. Confined P. Room, P.M.R., for the night in continuation of punishment. Apprentices at the wheel.

Geo. R. Beach
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Light air and breeze from North. Lower E. F.G. (p). Under same sail as in preceding watch. Apprentices at the wheel.

H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
Making passage from *Newport, R. I.* to *Barbados, W. I.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	9	6																
1	1	5	<i>Tracked in</i>	<i>E. S. E.</i>	<i>N. N. W.</i>	2	0	0	30.41	66	66	62	68	<i>b. c.</i>	<i>circum.</i>	9	1	
2	1	5	"	"	"	2	0	0	30.41	66	65	62	68	"	"	9	"	
3	1	0	"	"	"	2	0	0	30.41	66	65	62	68	"	"	9	"	
4	0	8	"	"	<i>N. N. W.</i>	0-1	0	0	30.38	66	65	62	68	"	"	9	"	
5	0	7	"	"	"	0-1	0	0	30.38	66	66	63	68	"	"	9	"	
6	1	0	"	"	"	1-2	0	0	30.38	66	66	63	68	"	"	9	"	
7	1	4	"	"	"	1-2	0	0	30.39	68	66	63	68	"	"	9	"	
8	1	7	"	"	"	1-2	0	0	30.41	70	66	64	68	"	"	9	"	
9	1	0	"	"	"	1	0	0	30.42	73	68	73	68	"	"	8	"	
10	1	3	"	"	"	1-2	0	0	30.43	73	69	72	69	"	"	8	"	
11	0	5	"	"	"	1	0	0	30.43	73	69	73	69	"	<i>streak.</i>	7	"	
Noon.	1	0	"	"	"	1	0	0	30.42	72	68	73	70	"	"	8	"	

23. 0 Distance run by Log.

Course and distance made good since preceding noon by observations, *S. E. 1/2 E.*

30 knots. tenths.

Position at Noon: { Latitude by D. R. *29° 01' N.*
 Longitude by D. R. *54° 45' W.*
 Latitude by observations of ☉ *28° 50' N.*
 Longitude by chronometer from Forenoon Observations of ☉ *54° 45' W.*

Position at 8 A. M. { Latitude by *D. R. from Noon* *28° 51' N.*
 Longitude by *Observation* *54° 49' W.*
 Position at 8 P. M. { Latitude by *D. R. from Noon* *28° 47' N.*
 Longitude by *Chronometer from Afternoon observation* *54° 31' W.*

Current during the time, 11 knots tenths per hour, setting to the *South.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *E. S. E.*

Deviation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 150 "

Coal consumed during the preceding 24 hours, tons 800 lbs.

Coal remaining on hand at Noon, 100 " 1675 "

P. M.	1	0	<i>Tracked in</i>	<i>E. S. E.</i>	<i>N. N. W.</i>	2	0	30.40	72	77	71	70	<i>b. c.</i>	<i>circum.</i>	8	1
2	1	3	"	"	"	2	0	30.40	73	77	71	70	"	"	8	"
3	1	2	"	"	<i>Clear</i>	2	0	30.40	72	77	71	70	"	"	8	"
4	1	5	"	"	<i>N. N. W.</i>	2	0	30.40	72	73	69	70	"	"	8	"
5	1	8	"	"	"	3	0	30.42	71	72	68	69	"	"	8	"
6	1	8	"	"	"	3	0	30.42	70	71	68	69	"	"	8	"
7	1	8	"	"	"	3	0	30.42	70	71	67	69	"	"	9	"
8	1	8	"	"	"	3	0	30.42	70	70	67	69	"	"	9	"
9	1	3	"	"	"	1-2	0	30.43	70	70	68	68	"	<i>circum.</i>	9	"
10	1	3	"	"	"	1-2	0	30.43	70	70	68	68	"	"	9	"
11	1	0	"	"	"	1-2	0	30.43	70	70	67	68	"	"	9	"
Mid.	1	9	"	"	"	1-2	0	30.44	70	70	68	68	"	"	5	"

under the command of

Commander Louis Kingsley
Monday, January 28

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant. Light breeze to light air from N. N. W. to N. N. E. Barometer falling. Ship under jib, fore and main topsails and foremast, steering a course. Long swell from North.

W. B. Whittlesey
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Calm and light air and breeze from N. N. E. Course S. E. (p.c.). At 5.45 set topgallant sails and royals. At 7.00 started fire under boiler A, for purpose of distilling. Smooth sea.

R. D. Fiedale
Ensign U. S. N.

From 8 A.M. to Noon.

Clear and warm. Light air from N. N. E. Barometer steady. At 9.30 mustered at quarters after which detailed apprentices for shortening and making sail; and then called all hands and detailed at shortening and making sail until 11.20. At end of watch under plain sail to royals except spanker, mainail and flying jib on course S. E. Apprentices at the wheel. At 11.30 started evaporator. Hauled fire under boiler A. Distilling. Gunner's gang repaired electric bells, etc. in cabin. Temperature of magazines 68° 68° forward, 70° 70° aft.

N. D. Coleman
Ensign U. S. N.

From Noon to 4 P.M.

Light breeze from N. N. E. and N. E. Fair and warm, smooth sea. 3rd period instructed starboard watch of apprentices in sails, spare lead and log; 4th period instructed starboard watch in gunnery; 5th period starboard watch lead and log. Cleared after water tankers. Distilling with fire hauled under boiler A. On course S. E. per Standard, under plain sail to royals, except mainail, spanker, jib and flying jib. Hauled down jib at 1.00 to repair sheet. Apprentices at the wheel.

J. R. C. C. C.
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Gentle breeze from N. N. E. At 5.40 exercised all hands reefing topsails. At end of watch under foremast, single reefed topsails and topgallant sails. Distilling with hauled fire under boiler A. Apprentices at the wheel. Course S. E. (p.c.).

J. D. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather clear and pleasant, clearing up towards end of watch. Light breeze to light air from N. N. E. Barometer rising. Ship under sail alone, steering a course. Rolling easily to long swell from North. Distilling.

W. B. Whittlesey
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlroy
Lieutenant U. S. N. Navigator

Ship Essex

Third Rate,

Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Top of the Bar. Sky in Clouds.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	1 1/2	3														
1	1	0	Heard's	E. S. E.	N. N. W.	1-2	0	30.42	69	69	68	68	b.c.	cum.	6	3
2	2	0	"	"	N. by N.	1-2	0	30.41	69	69	68	68	b.c. w.	"	7	"
3	2	0	"	"	"	1-2	0	30.40	68	68	67	69	"	"	8	"
4	2	0	"	"	N. N. W.	1-2	0	30.40	69	68	67	69	"	"	9	"
5	1	7	"	"	"	1-2	0	30.40	69	68	67	69	b.c.	strat	9	"
6	1	8	"	"	"	1-2	0	30.38	69	68	67	69	"	"	9	"
7	1	7	"	"	"	1-2	0	30.38	69	69	67	69	"	"	9	"
8	1	8	"	"	"	1-2	0	30.40	74	69	67	69	"	cum.	9	"
9	2	0	"	"	"	2	0	30.45	74	78	74	69	"	"	9	"
10	1	4	"	"	"	2	0	30.45	73	78	74	69	"	"	5	"
11	1	0	"	"	"	2	0	30.45	72	76	72	69	"	"	4	"
Noon.	1	0	"	"	N. by E.	2	0	30.44	70	76	72	70	"	"	4	"

37. 7 Distance run by Log

Course and distance made good since preceding noon by observations. S. E. by E. 1/2 E. 46 knots. tenths.

Position at Noon:	Latitude by D. R.	28° 40' N. "
	Longitude by D. R.	54° 04' W. "
	Latitude by observations of ☉	28° 32' N. "
	Longitude by chronometer from Forenoon Observations of ☉	54° 02' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	28° 34' N. "
	Longitude by observation	54° 08' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	28° 30' N. "
	Longitude by chronometer from Afternoon observation	53° 54' W. "

Current during the time, 8 knots tenths per hour, setting to the S. by E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head E. S. E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., " " 2° 32' E. " Dev. used 12° 05' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1100 "

Water remaining on hand fit for use at Noon, 850 "

Coal consumed during the preceding 24 hours, 1 tons 800 lbs.

Coal remaining on hand at Noon, 99" 1675 "

P. M.	Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Top of the Bar. Sky in Clouds.	State of the Sea.
	1	2	Heard's	E. S. E.	N. by E.	2	0	0	30.41	70	75	72	70	b.c.	cum.	3	3
	2	2	"	"	"	2	0	0	30.40	71	75	72	70	"	"	4	"
	3	1	2	"	"	2	0	0	30.40	71	74	71	70	"	"	7	"
	4	1	2	"	"	2	0	0	30.42	71	74	71	70	"	str. cum.	4	"
	5	0	8	"	"	1	0	0	30.44	71	73	70	70	"	strat.	6	"
	6	0	3	"	"	0	0	0	30.45	71	71	68	70	"	cum. mist.	2	"
	7	0	5	"	"	0	0	0	30.45	71	70	68	69	o.c.	"	0	"
	8	0	5	"	"	0	0	0	30.46	71	70	68	69	"	"	0	"
	9	0	1	"	No. by N. W.	0	0	0	30.49	71	70	68	69	b.c.	"	1	"
	10	0	0	"	"	0	0	0	30.49	71	70	68	69	"	"	2	"
	11	0	0	"	"	0	0	0	30.49	70	70	68	69	"	"	1	"
Mid.	0	4	"	E. S. E.	N. N. W.	0	0	0	30.49	70	70	68	69	"	"	2	"

Commander Louis Kingsley
Tuesday, January 29

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant, hazy about horizon. Breeze E. S.E. (pc) Light air and breeze generally from N.W. Under topgallant shile, one single reefed topsails and foresail. Smooth sea, N.W. swell. Bunked fire under boiler A. Distilling.

A. Tisdale
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light breeze from N.W. Barometer variable. At 5.20 made square sail to royals except mainmast. At end of watch under square sail to royals, except mainmast, on course E. S.E. Distilling. Bunked fire under boiler A. Apprentices at wheel.

N. D. Coleman
Ensign U. S. N.

From 8 A.M. to Noon

Light breeze from N.W., veering to N by E. last hour. Clear first part, cloudy last two hours. Smooth sea. Mustered crew at quarters at 9.30. And during first and second periods shifted topsails and foresail, cut down light yards, shifted light sails and crossed light yards again. Set jib, and at end of watch on course E. S.E. per Standard, under plain sail to royals, except flying jib, mainmast and spraker. Distilling with fire bunked under boiler B. Apprentices at the wheel. Tested magazine flood cocks and found them in working order. Released P. Rowe, F. M. W., from confinement, his term having expired. Temperature of magazines 70°-70° forward, 70°-70° aft.

J. R. Coleman
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy to clear. Light breeze from N by E. Instructed apprentices at head and log line from 2.30 to 3.45. Shifted jib. Gunners gang overhauled and lubricated the rollers of 4 inch gun No. 23 and 44. Overhauled capstan engine. Breeze E. S.E. per Apprentices at the wheel. Distilling with bunked fire under boiler B.

J. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear first hour, clouding over during rest of watch. Light breeze from N by E to calm. Barometer steady. At 5.45 called all hands, took in royals and topgallant sails and one reef in the topsails. Shifted the jib and for topmast staysail. Distilling.

W. B. Whiteley
Lieutenant U. S. N.

From 8 P.M. to Midnight

Cloudy. Generally calm. Light breeze from N.W. at end of watch. No stowaway from 8.30 to 11.30. Breeze E. S.E. (pc). Single reefed topsails, foresail and jib. Smooth sea. N.W. swell. Distilling, fire under boiler B.

A. Tisdale
Ensign U. S. N.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R. I. to Barbados, W. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prevalence of Clear Sky, in fths.	State of the Sea.	
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	7	4															
1	1	6	Handled in	E. S. E.	N. S. E.	1-2	0	30.44	70	70	64	69	b.c.	cum.	7	5	
2	1	5	"	"	S. W.	1-2	0	30.45	70	70	68	69	"	"	6	"	
3	1	5	"	"	"	1-2	0	30.45	69	70	68	69	"	"	6	"	
4	1	5	"	"	"	1-2	0	30.46	69	69	67	68	"	"	8	"	
5	1	5	"	"	"	2	0	30.47	68	69	67	69	"	"	9	"	
6	2	0	"	"	"	2	0	30.48	68	68	66	69	"	strat.	8	"	
7	2	0	"	"	"	2	0	30.50	69	69	67	69	"	"	8	"	
8	2	0	"	"	"	2	0	30.50	75	69	67	69	"	cum. strat.	8	"	
9	2	0	"	"	West	2-3	0	30.53	74	76	72	70	"	"	8	"	
10	2	0	"	"	"	2-3	0	30.56	73	77	73	70	"	"	8	"	
11	2	0	22.0	"	N. N. by W.	3-4	0	30.54	71	77	73	71	"	cir. cum.	6	"	
Noon.	2	0	25.2	"	N. N. E.	3-4	0	30.52	70	77	73	70	"	"	6	"	

29 0 Distance run by Log.

Course and distance made good since preceding noon by observations, E. S. E. 1/4 E.

36 knots. tenths.

Position at Noon: { Latitude by D. R. 28° 24' N. "
 Longitude by D. R. 53° 28' W. "
 Latitude by observations of ☉ 28° 20' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 53° 23' W. "

Position at 8 A. M. { Latitude by D. R. from Noon 28° 23' N. "
 Longitude by observation ☉ 53° 35' W. "
 Position at 8 P. M. { Latitude by D. R. from Noon 28° 13' N. "
 Longitude by Chronometer from Afternoon Observation ☉ 53° 51' W. "

Current during the time, 6 knots tenths per hour, setting to the S. E. 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head E. S. E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., " " 2° 29' E. " Var. under 12° 00' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1134 "

Water remaining on hand fit for use at Noon, 1584 "

Coal consumed during the preceding 24 hours, 1 tons 1650 lbs.

Coal remaining on hand at Noon, 97 " 1755 "

P. M.																		
1	4	4	28.5	E. S. E.	N. N. E.	3	0	0	30.48	71	76	72	70	b.c.	cir. cum.	7	5	
2	3	9	32.4	"	"	3	0	0	30.47	71	75	71	70	"	"	7	"	
3	3	6	36.0	"	"	3	0	0	30.47	71	74	71	70	"	"	6	"	
4	3	2	39.2	"	"	3	0	0	30.47	70	73	70	70	"	"	7	"	
5	3	5	42.7	"	North	3	0	0	30.47	70	72	70	70	"	cum.	8	"	
6	2	8	45.5	"	"	3	0	1/4	30.48	70	72	70	70	"	"	8	"	
7	4	0	49.5	"	"	3	0	1/4	30.49	69	70	69	70	"	cir. cum.	5	"	
8	3	7	53.2	"	N. by E.	3	0	1/4	30.50	70	70	69	70	"	"	5	"	
9	4	3	56.7	"	N. N. E.	3	0	1/2	30.53	70	69	68	70	"	cum.	6	"	
10	4	0	60.4	"	"	3	0	1/2	30.54	69	68	67	70	"	"	7	"	
11	3	9	64.1	"	"	3	0	1/2	30.53	69	68	67	69	"	"	6	"	
Mid.	3	9	67.7	"	"	3	0	1/2	30.55	69	68	67	69	"	"	7	"	

Commander Louis Kingsley
Wednesday January 30., U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partly cloudy and pleasant. Light airs to light breeze from N. N. W. to S. W. Barometer rising. At 1.30 set ^{the} crew of mainmast. At 2.30 hauled up lee crew of foremast as it interfered with galling. At end of watch under single reefed topsails, jib, weather crew of foremast and lee crew of mainmast on course E. S. E. Distilling with banded fires under boiler B. Apprentices at the wheel.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Light breeze from S. W. Fair and pleasant. Smooth sea. Between 4.30 and 5.00 shook reef out of topsails and made plain sail to riggle, except flying jib and weather crew of mainmast. Distilling with fires banded under boiler B. Apprentices at the wheel.

Geo. R. Cleary
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Light to moderate breeze from West to N. N. W. At 9.30 mustered at quarters. Stationed and instructed apprentices at stations for tacking and unrigging, after which worked ship until 11 A.M. when Executive Officer read General Order Bill to all hands. Course E. S. E. (p. 2) At 10 A.M. set flying jib. At end of watch under all plain sail to riggle except for topmast staysail and spraker. Apprentices at the wheel. Distilling with banded fires under boiler B. Temperature of magazine 70° 70° forward, 70° 70° aft.

J. H. Purcell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather clear and pleasant, with gentle breeze from N. N. W. Barometer steady. Issued clothing and small stores. Gunner's gang engaged in varnishing and lubricating rollers of 4" gun mounts Nos. 42 and 45. Ship under sail alone, steering a course. Aired out the after magazine. Distilling.

W. R. Whistley
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light to gentle breeze from N. N. W. to N. by E. Course E. S. E. (p. 2) At 5.40 called all hands reef topsails and carried crew; furled riggle and flying jib, single reefed topsails and set topgallant sails over them. Smooth sea. N. by E. swell. Distilling.

J. D. Fiske
Ensign U. S. N.

From 8 P.M. to Mid.

Partly cloudy; pleasant. Bright starlight. Gentle breeze from N. N. E. Barometer rising. At 8.30 set spraker and for topmast staysail. At end of watch under plain sail to topgallant sails, except single reef in topsails and mainmast, on course E. S. E. Banded fires under boiler B. Distilling. Apprentices at the wheel.

N. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

Making passage from Newport, R. I. to Barbados, N. I.

Hour.	Knots.	Tenhs.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.	
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air Dry Bulb.	Air Wet Bulb.	Water on Surface.					
A. M.	4	5	1																
1	3	3	71.0	E. S. E.	N. N. E.		3	0	1/2	30.52	69	69	68	70	b.c.	cum.	6	8	
2	3	3	74.3	"	"		3	0	1/2	30.52	69	69	68	71	"	"	6	"	
3	3	2	77.5	"	"		3	0	1/2	30.52	69	69	68	71	"	"	6	"	
4	3	3	80.8	"	"		3	0	1/2	30.52	69	69	68	71	"	"	6	"	
5	1	5	83.8	S. E. by E. 1/2 E.	N. E. by N.		3	0	1/2	30.52	69	69	68	71	"	"	7	"	
6	3	2	87.0	E. S. E.	N. N. E.		3	0	1/2	30.52	69	69	68	71	"	"	6	"	
7	3	0	90.0	"	"		3	0	1/2	30.53	69	69	67	71	"	"	6	"	
8	4	0	94.0	"	"		3	4	0	1/2	30.56	73	70	67	71	"	"	6	"
9	4	0	98.0	S. E. by E. 1/2 E.	N. E. by N.		3	4	0	1/2	30.58	71	70	67	72	"	"	5	"
10	3	7	1.7	S. E. by E. 1/4 E.	"		3	4	0	1/2	30.58	71	70	68	72	"	"	3	"
11	1	0	2.7	S. E. by E.	"		3	4	0	1/2	30.58	71	70	67	72	"	"	7	"
Noon.	2	7	5.4	S. E. by E. 1/2 E.	"		3	4	0	1/2	30.56	71	71	67	72	"	"	8	"

82.8 Distance run by Log

Course and distance made good since preceding noon by observations, E. S. E. 1/2 E. 90 knots. tenths.

Position at Noon:	Latitude by D. R.	27° 53' N. "
	Longitude by D. R.	51° 54' W. "
	Latitude by observations of ☉	27° 53' N. "
	Longitude by chronometer from Forenoon Observations of ☉	51° 51' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	27° 58' N. "
	Longitude by Observation ☉	52° 03' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	27° 42' N. "
	Longitude by Chronometer from afternoon observation ☉	51° 24' W. "

Current during the time, 3 knots tenths per hour, setting to the East.

Variation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head E. S. E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., " "

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

P. M.																		
1	3	3	8.7	S. E. by E. 1/2 E.	N. E. by N.	3	0	1	30.55	71	72	68	72	b.c.	cum.	8	8	
2	3	0	11.6	E. S. E.	N. N. E.	3	0	1	30.53	72	73	68	72	"	"	8	"	
3	3	0	14.0	"	"	2-3	0	1	30.52	72	73	68	72	"	"	8	"	
4	3	0	16.4	"	"	2-3	0	1/2	30.52	71	72	69	72	"	"	8	"	
5	3	3	19.7	"	"	3	0	1	30.50	71	72	68	72	"	"	8	"	
6	3	4	23.1	"	"	3	0	1/2	30.50	70	72	68	71	"	"	6	"	
7	3	2	26.3	"	"	3	0	1/2	30.50	70	70	66	71	"	"	7	"	
8	2	7	29.0	"	"	3	0	1/2	30.52	70	70	66	71	"	"	8	"	
9	3	5	32.5	"	"	3	0	1/2	30.52	70	70	66	70	"	"	8	"	
10	3	1	35.6	"	"	3	0	1/2	30.51	70	69	66	70	"	"	8	"	
11	2	0	37.6	"	"	3	0	1/2	30.51	69	69	66	70	"	"	7	"	
Mid.	2	6	40.2	"	"	3	0	1/2	30.51	69	69	66	70	"	"	8	"	

Commander Louis Kingsley
Thursday, January 31

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from N.W. Fair and pleasant. Smooth sea. On course E. S. E. per Standard, under fore topmast staysail, jib, spanker, foresail, single reefed mainsail and topgallant sails, on single reefed topsails. Distilling with fire banked under boiler B. Apprentices at the wheel.

Geo. R. Black
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Gentle to moderate breeze from N.E. by N. and N.N.E. At 4.50 short reefed out of topsails. At 7.30 set royals and flying jib. Lower E. S. E. p.c. At end of watch under plain sail to royals with single reef in mainsail. Distilling, using boiler B. Apprentices at the wheel.

H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid

Weather clear and pleasant; landing up during middle but clearing up towards end of watch. Gentle to moderate breeze from N.E. by N. Barometer steady. At 9.30 mustered crew at quarters then exercised at sail drill, reefing topsails until 11 o'clock. Ship under sail alone, steering a course until 8.30, after which full and by. Distilling. Temperature of magazine 70° 70° forward, 70° 70° aft.

W. B. Hutchins
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle N.W. by breeze. Lower E. S. E. (p.c.), first hour by the wind; no change in sail. Instructed apprentices in heaving lead and compass. Gunner's gang overhauled and lubricated rollers of 4" R. O. Gun #4. Smooth sea. N.W. by swell. Distilling.

R. D. Fisdale
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle breeze from N.W. Barometer about steady. At 5.45 called all hands reef topsails, took single reef in topsails and fueled royals. At end of watch under plain sail to topgallant sails, except single reef in topsails and mainsail, on course E. S. E. Apprentices at wheel. Distilling with banked fire under boiler B.

W. B. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Gentle breeze from N.W. Fair and pleasant. Moon set at 10.20. Smooth sea. Took in spanker at 9.45. At end of watch on course E. S. E. per Standard, under jib, fore topmast staysail, foresail, single reefed mainsail and topgallant sails on single reefed topsails. Distilling with fire banked under boiler B. Apprentices at the wheel.

Geo. R. Black
Lieutenant U. S. N.

Examined and found to be correct

Approved,
Louis Kingsley

Comdr. U. S. N.
Commanding.

J. B. McIlwain
Lieutenant U. S. N. Navigator

